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Great Northern Railway

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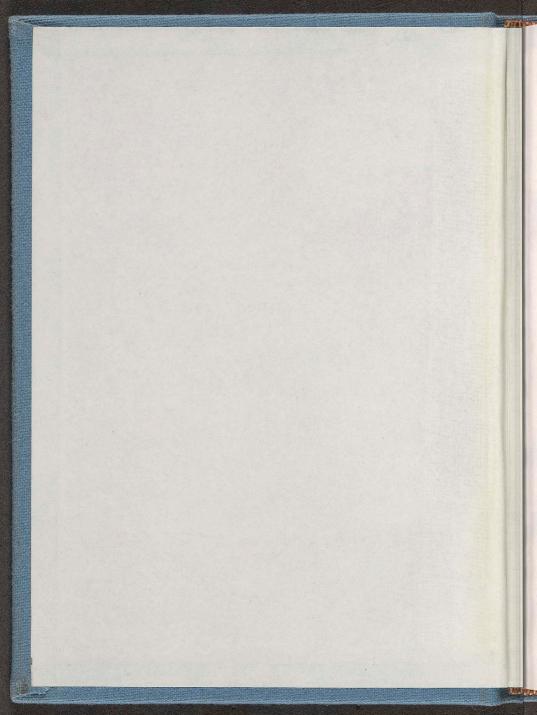
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THE GREAT NORTHERN GOAT Vol. 20 No. 1 - 12 1950

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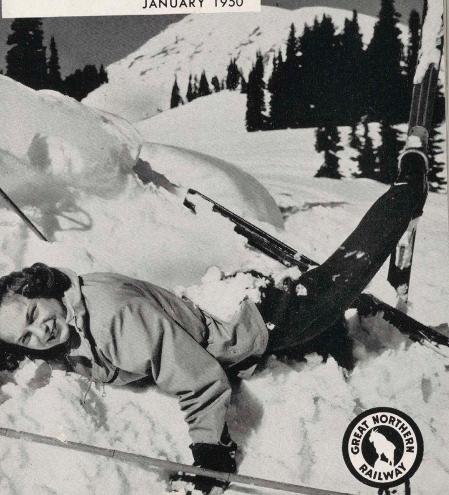






The Great Morthern GOAT

JANUARY 1950







The longest and tallest sus-pension bridge in the world spans the Golden Gate.



Winter days are sunny, warm and dry in the desert surrounding glamorous Palm Springs.





Ocotillo grows in wand-like forests below sea level in Southern California.

San Francisco's Chinatown and cable cars are "musts" for all who visit in California.



More than 97 per cent of the world's redwood forests are located in the famed Redwood Empire.



Mission Santa Clara, a venerable historic structure, contains ancient relics of the founding Franciscan padres.

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California Offers a Variety of Attractions for Winter Vacationists

California is remarkable not only for a mild and placid winter climate, but for its great contrasts, from the Redwood Empire on the north to the Mexican border country on the far south.

San Francisco, most cosmopolitan of all California cities, is the focal point for vacation areas spread over the entire state, and is conveniently reached via Great Northern's evergreen scenic route. The westbound streamlined Empire Builder and diesel-powered Oriental Limited connect at Portland with Southern Pacific Shasta Daylights for San Francisco and other California points.

Fisherman's Wharf, the Golden Gate, the teeming harbor, the Presidio, the tremendous bridge system, quaint missions, parks, world famous hotels and restaurants, and the largest oriental section of any city outside of the Orient, are just a few of the many points of interest at San Francisco.

To the north lies the Redwood Empire. Few vistas anywhere can compare with the giant redwoods, majestic Mount Shasta and Lassen Volcanic Park. To the east is the historic mother lode country with its ghost towns and deep mine workings where untold millions in gold, silver and other minerals have been removed from the now scarred hill-sides.

Down the coast is picturesque Monterey Peninsula, America's Riviera, and further south, sprawling Los Angeles, glamorous Hollywood, Long Beach, Santa Monica and San Diego.

Adjoining the Rose Bowl city of Pasadena is Santa Anita Park, a favorite gathering place for Hollywood celebrities.

A winter playground, 200 feet below sea level and ringed with high multi-colored mountains, is Death Valley, so named a century ago by the 49'ers who struggled through the area on their way to the gold Now, in contrast, there is plenty of life in this once desolate region. There is virtually no rain, and winter days are warm and sun-Visitors enjoy modern accommodations, roadside water tanks, drinking fountains, and facilities provided by the National Park Service. From the green grass of Furnace Creek Golf Course, the floor of the valley slopes to Badwater, 280 feet below sea level—the lowest point in the western hemisphere.

The swank oasis of Palm Springs is unique among desert resorts for its surroundings. In contrast to the sun-basked village, two-mile high Mount San Jacinto, capped with snow, rises alongside.

The sunny desert mountain canyons surrounding Palm Springs are filled with native palms. These trees, many as tall as 100 feet, are remnants of vast palm groves which once covered the continent as far north as Hudson Bay.

The famed resort town claims the most swimming pools per capita in the United States with 350 outdoor pools, or one for every 20.6 permanent residents. About 150 are at hotels, clubs and other establishments that cater to vacationers, while the remainder are at private homes, including those of film and radio stars. There is a palm-fringed municipal golf course, grass green in contrast to the yellow sands of the surrounding desert, and deluxe nightclubs, restaurants and theatres.

The main street is fronted by swank shops, branches of Los Angeles and Hollywood stores.

Three

The Great Northern

Vol. 20 January, 1950 No. 1

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

IVAN A. COPPE, Editor

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

The Goat's Cover



"Snow-bunbut cute by any name. Mount Na-Rainier tional Park photo by Walt Dyke.

takes to run a railroad.

Railroad earnings in 1949 were disappointingly low. This was due in part to a decline in volume of business, and in part to operating costs going up sooner and farther than railroad rates and fares. General business and transportation prospects, however, warrant the expectation of heavier freight traffic in 1950 than in 1949. With an increased volume of traffic, the railroads can make more intensive use of their improved facilities. And the more the railroads are used, the greater will be the efficiency with which they operate-and the better will be their service-to vou.

Four

In the year just ended, the American railroads operated each day a greater mileage of fast, modern passenger train service than ever before -and they so increased their efficiency that they moved more tons of freight more miles for each hour of freight train service than ever before

Your Railroads

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The gains in railroad efficiency and service of which these are but examples are due in large degree to the four billion dollars of railroad money spent since the end of the war for improvements. The railroads have installed nearly three hundred thousand new freight cars. have built forty-seven hundred new locomotives, of which forty-three hundred and fifty are diesel elec-They have put into service enough new passenger train cars to make up more than three hundred streamlined trains. They have improved roadway, terminals, signals,

shops, and all the other things it

GN Report for 1949

Year-end statement by F. J. Gavin, President, Great Northern Railway.

Great Northern Railway in 1949 made many forward strides in providing an ever-better transportation service, and will do so again in 1950.

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New equipment placed on our rails during 1949 included 26 diesel-electric locomotives, 1,500 steel boxcars, 700 gondolas and 175 covered hopper cars. Western Fruit Express, our refrigerator car subsidiary, added 250 new cars.

Many millions of dollars were spent on improvement of track and other structures which are a part of railway operation. One such project, completed during the year, was the \$1,000,000 relocation of a mile of line in Washington state's Cascade Mountains. Reduced curvature and grade—both of great importance in train movement—resulted from this work, which included construction of a 675-foot tunnel and a 546-foot steel bridge.

Expenditure of nearly \$26,000,000 was authorized during 1949 for 86 diesel-electric locomotives, 500 additional new refrigerator cars for Western Fruit Express, machinery and tools and improvements to various properties.

Eighty of these locomotives remain to be delivered during 1950 and 1951. By the end of 1951 Great Northern will be completely dieselized west and south of Havre, Mont., except for the Klamath division in Oregon and California.

Another 1949 authorization provides for a \$10,543,000 track program in 1950. In this will be installation of 33,000 tons of 115-pound rail, construction of several steel bridges,



Mr. Gavin

ballasting and other right-of-way work.

We have on order 111 new passenger cars costing more than \$14,000,000, for expansion of our streamliner service in 1950 and 1951.

Three completely new streamliners now are expected to be ready in July, 1950. Two will operate between Seattle, Wash., and Vancouver, B. C., and one between St. Paul-Minneapolis and Grand Forks, N. D. All will have faster schedules than those now in effect.

In 1951 another new fleet of Empire Builder streamliners are to go into service between Chicago on the East and Seattle and Portland on the West. At that time the present streamlined Empire Builder trains, which were new in 1947, will be transferred to the run of the present Oriental Limited, between the same terminal cities.

Five

GN Carnival Princess



Princess Frederickson

Ramona M. Frederickson, key punch operator in the Machine Bureau Division of the Accounting Department, General Office Building, St. Paul, Minnesota, has been named Great Northern's Winter Carnival Princess for 1950.

By royal order of King Boreas, dates for the 1950 edition of the Saint Paul Winter Carnival will be January 27 through February 5. King Boreas XIV on the night of January 27, will in the tradition of his predecessors, proclaim a nine-day period of high carnival, fun and gaiety.

Citizens of Saint Paul will shed their work-a-day dignity and identity to become kings, queens, princesses and prime ministers in an Old World setting of pageantry, balls, fireworks and parades.

Highlights of the gala period will include the Grand Parade on January 28, the National Outdoor Speed Skating Races January 28 and 29, the World's Original Ice Fishing Contest January 29, the National Majorette Contest January 30, the brilliant Queen of the Snows Coronation January 31, and the colorful Torchlight Parade February 1.

Included in the round of activities are ski jumping championships, slalom skiing, snow shoeing, toboganning, skating, pistol shooting, handball, badminton and swimming.

The Saint Paul Winter Carnival dates back to 1886 and is now presented annually under sponsorship of Saintpaulites, Incorporated.

MRS Officers

At the Third Annual Convention of the Military Railway Service Veterans recently held at Pittsburgh, Pennsylvania, Stanley R. Beggs, CNW, Hudson, Wisconsin, named Director General. Karl F. Emmanuel, NYC, Indianapolis, Indiana will serve as Deputy Director General and Carl N. Rydin, CB&Q, Warrenville, Illinois, was elected Deputy Director General and Secretary-Treasurer. Major General Carl R. Gray, Jr. is Lifetime Honorary Director General. Denver, Colorado was selected as the 1950 Convention City.

Portland Rose Festival

The 42nd annual Portland, Oregon, Rose Festival will be held June 7 through 11, 1950. These dates conform to the Wednesday through Sunday tradition of past Rose Festivals.

Sir



Virgil Miller, left, and Whitey Skoog, two of the squads outstanding stars.

Aboard the Empire Builder

The University of Minnesota basketball team, headed by Ozzie Cowles, the squad's coach and Mrs. Cowles were recent passengers aboard Great Northern's streamlined Empire Builder from Minneapolis, Minnesota, to Seattle, Washington. The team opened a five game road trip with the University of Washington Huskies.

North Dakotans Win Many Awards at Grain Show

North Dakota farmers won 44 premiums, including a world championship, and many exhibits of grains and grasses which ranked

better than 10th place in world competition at the International Hay & Grain Show in Chicago, November 26 to December 3.

GN Train Schedule Change

Southbound Great Northern train 357, daily except Sunday between Vancouver, B. C. and Seattle, now arrives in Seattle 25 minutes earlier. Leaving Everett at 9:05 pm., Mukilteo (f) 9:13 pm., Meadowdale (f)

9:25 pm., Edmonds 9:31 pm., Richmond Beach (f) 9:36 pm., Interbay (f) 9:49 pm., train arrives Seattle 10:05 pm. There is no change in schedule between Vancouver and Marysville.

Seven

GREAT NORTHERN RAILWAY-A GREAT WAY TO TRAVEL

Railroad Hour



Carmen Dragon, musical director of "The Railroad Hour".

While the spotlight on a musical program such as the Railroad Hour falls on the singers who portray the characters, the musical director and arranger are also of prime importance.

For the popular "Railroad Hour" Carmen Dragon both directs and arranges the music, adapting some of the world's finest musical literature to the requirements of the weekly half-hour program.

The Railroad Hour, sponsored by the American railroads, heard every Monday evening over NBC, presents Gordon MacRae as the male lead and permanent singing host. On January 16, "Wild Flower" with Jane Powell will be presented; on January 23, "The Merry Widow" with Dorothy Kirsten; on January 30, "Brigadoon" with Jane Powell; and on February 6, "Apple Blossoms" with Dorothy Kirsten.

GN Cuts Coach Fares

A thirty-two per cent reduction in one way and round trip rail coach fares will be in effect beginning January 15, 1950, on Great Northern's trains between Seattle, Washington, and Vancouver, B. C.

The new coach rate of 1.7 cents per mile one way and 1.53 cents per mile round trip is lower than present bus rates and less than any other form of transportation. The same low coach fares will apply at all stations on the Seattle-Vancouver line.

The reduced coach fare will be \$2.90 one way and \$5.25 round trip between Seattle and Vancouver as compared with old fares of \$4.26 one way and \$7.70 round trip. Fares do not include 15% Federal transportation tax.

In preparing for inauguration of streamliner service on its Seattle-Vancouver line next spring, Great Northern conducted a survey of the patronage potential in that territory. The survey developed a substantial preference for rail travel, largely because of safety, comfort and convenience factors. Great Northern proposes to combine those incentives with the lowest one way and round trip fares of any common carrier serving the Seattle-Vancouver route, and to make them effective in advance of the streamliner service.

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A reduction of twenty-eight per cent in rail coach fares between Seattle, Tacoma and Portland, effective January 25, 1950, is announced by Union Pacific, Northern Pacific and Great Northern which jointly operate Seattle-Portland passenger train service. The reduced fares will apply at all stations on this route.

The reduced Seattle-Portland coach fare will be \$3.30 one way; \$5.95 round trip, as compared with previous rail fares of \$4.58 one way and \$8.25 round trip, plus 15% Federal transportation tax.

Eight



Old, upper left, and new GN stations at Sioux Center, Iowa.

GN Streamlines Stations

While passenger and freight stations at a number of communities on Great Northern have been re-built from old type to completely modern, attractive, streamlined structures, the station at Sioux Center, Iowa, required an entirely new building.

A photograph of the station at Sioux Center just previous to the modernized building, shown in the above illustration, was not available. The station shown in the upper left hand corner of the illustration was constructed sometime prior to 1908 according to information provided with the photograph.

The new building, which is of frame construction, measures 24 by 74 feet and rests on a concrete foundation. Exterior walls are covered with 10" cedar siding painted white

in contrast to the green storm sash, screens, asphalt shingles and porcelain enamel steel signs with cut-out letters. Walls and ceilings of heated areas are insulated.

Interior walls of the waiting room and office are finished in knotty pine and varnished. Ceilings are of white acoustic tile, and floors asphalt tile on concrete.

Heat is supplied by oil-fired boiler and radiators, fluorescent lighting is used, and modern plumbing fixtures have been provided. Built-in file cases, counters and cupboards have been installed in the office.

Platforms are paved with asphaltic concrete, and around the structure are planting areas.

Nine

GN Appointments







Mr. Pool

Mr. Robson

Mr. Heron

Appointment of Ira G. Pool as general manager of Great Northern lines east of Williston, N. D., with headquarters at Duluth, Minn., is announced by John M. Budd, the railway's operations vice president. Mr. Pool, who has been general superintendent of motive power since 1942, began work for Great Northern in 1920 as a locomotive designer. In 1925 be became a fuel inspector and subsequently was promoted to assignments in Montana, Oregon and Washington. Prior to his advancement as general superintendent of motive power, he was a master mechanic at Spokane, Wash. and Grand Forks, N. D.

Succeeding Mr. Pool as general superintendent of motive power is John L. Robson, superintendent of motive power, in St. Paul. Mr. Robson began his railway career with the Northern Pacific in 1925. After attending Montana State College and Yale University he came to Great Northern's operating department. Following assignments throughout the system, he was made master mechanic in Grand Forks, N. D., becoming superintendent of motive power in 1942.

J. H. Heron, assistant to the general superintendent of motive power since 1945, has been named superin-

tendent of motive power. Mr. Heron joined Great Northern as a draftsman in St. Paul in 1936, then became fuel supervisor at Spokane in 1938, and shop superintendent at Great Falls in 1941. During World War II he served with the Military Railway Service.

New assistant to the general superintendent of motive power in St. Paul is R. A. Smith, Spokane division master mechanic, since 1947. Beginning as a machinist in St. Paul in 1922, Mr. Smith became an equipment inspector in St. Paul in 1926, and traveling engineer on the Mesabi division in 1941, with headquarters in Superior, Wis.

Other appointments announced are, W. F. Hallinan, as division master mechanic at Spokane; R. G. Tausch, as traveling engineer at Spokane; E. N. Roberson, as diesel locomotive supervisor at Spokane, and L. R. Seahold, as diesel locomotive supervisor at Havre.

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Pullman Fares to California via Pacific Northwest

Through Pullman fares between Chicago, St. Paul, Minneapolis and other cities on the Great Northern and San Francisco-Los Angeles apply in parlor cars on Southern Pacific's "Shasta Daylight" between Portland and San Francisco, the "Morning Daylight" between San Francisco and Los Angeles, and the "Shasta Daylight" between Portland and Martinez in connection with Pullman between Martinez and Los Angeles.

The lower standard berth fare of \$20.80 between Chicago and San Francisco-Los Angeles and \$18.25 between St. Paul-Minneapolis and San Francisco-Los Angeles (plus tax) via Portland, applies for Pullman service between Chicago or the Twin Cities and Portland, and parlor

(Continued on page 18)



Let Her Speak!

An Irishman collapsed in the street and a crowd soon gathered, all trying to help and each making suggestions. One, Maggie Riley, kept shouting, "Give the poor man whiskey," but little attention was paid to her. Then the agonized voice of the Irishman rose above the din, "Will the lot of ye hould yer tongues and let Maggie Riley speak!"

F.O.B.

The young lover was obviously reeling out a heavy line trying to impress the beautiful young girl at his side. "Those soft lovely hands," he whispered. "Your warm lips. And those beautiful eyes! Where did you get those eyes?"

The girl answered unimpressed, "They came with my head."

* * * Help!

A Boston salesman visited Texas and heard one particular Texan boasting about heroes of the Alamo who, almost alone, held off whole armies.

"I'll bet you never had anybody so brave around Boston," challenged the Texan.

"Did you ever hear of Paul Revere?" asked the Bostonian.

"Paul Revere?" said the Texan. "Isn't that the guy that ran for help?"

Wrong Spot

HH: I'm going to have to fire my pants presser. He removed a spot from my trousers.

PB: I don't see any reason for that. It's part of his job to look after such things.

HH: I know, but it was a five spot.

Be See'n You!

A symphony conductor was rehearsing a difficult solo passage for the flute. After going over it many times the conductor rapped for attention. "We can't stay on this any longer—we must go on now to the second movement." He turned to the flutist. "You'll keep in touch with us, won't you?"

Freak

The soldier was reading a letter from his wife, and didn't seem too pleased about it.

"What's the matter?" asked his chum. "Is there trouble at home?"

"Well, not exactly," replied the soldier, "but we've got a freak in the family. It says here, 'You won't know Willie when you come back; he's grown another foot'."

It's Suicide

George: "You must drop over for dinner, Bill."

Bill: "I will, if I eat your wife's cooking."

Eleven

Snow Season

IN THE PACIFIC NORTHWEST



The Cabinet Monny mage Idaho contains many gged

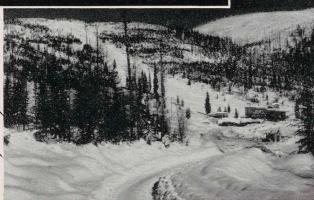


A new skier has been apth or fibed nique has a rough beginning and very withstanding, the sport grown popul particularly in the vast mount red Northwest.

The area is rich in resources; s snow Slopes are broad and in great lety, I

(Continued drage 14

A 3,220-foot T-bar lift is one of the features at The Big Mountain in Montana. Photo by Lacy.



The Big Mountain near Whitefish, Montana, is one of the Northwest's newest ski areas. Photo by Lacy.



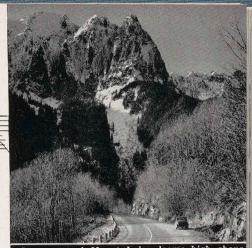
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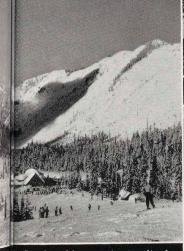
result or snow-sports of all kinds. in parariety, ranging from gentle Control page 14)



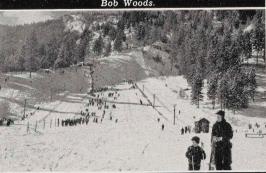
Snow-covered Mount Index looms high above Stevens Pass Highway 35 miles east of Everett, Washington. Photo by Eric Wahleen.



Snow-riders gather at Stevens Pass Ski Lodge, one of Washington's most popular ski areas. Photo by Bob Woods.



S Service ski area at summit of in Washington. Photo by Hertz.



Class A hill at Leavenworth, Washington, is modeled after the famous Lake Placid jump. Wenatchee Chamber of Commerce photo.



JAN. 16-31						
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THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

SNOW SEASON

(Continued from page 13)

hills for novices to steep, almost sheer canyon walls that challenge the masters. The high altitude assures an abundance of deep powder snow early and late in the season, and in the rarified air, the sunshine produces a deep tan.

In North Central Washington, snow of the powder variety from 5 to 14 feet deep remains until mid-March. Almost every hill is a potential ski slide, and ski enthusiasts make it a holiday on at least 10 winter sports fields.

The area nearest Wenatchee, just completed, is up Squilchuck Canyon, about 9 miles distant. Sponsored by the Wenatchee Ski Club, the development provides three hills, 1,000 and 600-foot tows, a Class B jump and a slalom area. Flood lights for

night skiing are planned. Elevation is about 3,000 feet.

Facilities include a warming hut where hot lunches are available. Certified instructors and a ski patrol are on duty throughout the season. The bowl is open to the public, and overnight accommodations are available at Wenatchee.

Most popular field in the Wenatchee area is at the summit of Stevens Pass. This year an eighth rope tow has been added to the mile-long Tbar lift and seven tows of from 300 to 500 feet. Four major hills are maintained throughout the season. Accommodations at the Pass are limited to dormitory space for about 50 men and 25 women at the newly renovated Ski Lodge where lunches may be had and equipment rented or purchased. Nearby Summit Inn also serves meals. The Stevens Pass area is 60 miles from Wenatchee.

An excellent jump, modeled after the famous Lake Placid hill in New York, is the Class A jumping hill at Leavenworth, a winter sportsminded community at the foot of the Cascade Mountain Range 25 miles from Wenatchee. It is one of three hills including Class B and C, just a mile from town. A moderate slope serves beginners.

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The Pacific Northwest Ski Association annually sponsors a jumping meet at Leavenworth, inviting nationally and internationally known skiers. The 1950 jumping competition is set for February 12.

The U. S. Forest Service maintains a warming hut at the jumps. Overnight accommodations are available at Leavenworth and Wenatchee.

Of the several other good skiing locations in North Central Washington, Pole Ridge is located on the north shore of Lake Wenatchee, where a rope tow and shelter are maintained. Accommodations are available at nearby Cougar Inn and

(Continued on page 16)

Fourteen



Reclamation Commissioner Michael W. Straus, turned the first shovel of earth at the new building site.

New Columbia Basin Project Building

Work on the excavation and construction of the foundation for the Columbia Basin Project's new head-quarters building at Ephrata, Washington, on Great Northern's main line, was started recently with ground-breaking ceremonies sponsored by the Columbia Basin Commission.

Although contracts so far awarded by the Bureau of Reclamation cover only construction of the foundation and excavation, the Bureau hopes to call for bids in January for the balance of the three-story 100x140-foot brick structure. If construction proceeds as planned, the building will be ready for occupancy in 1951.

GN Examining Board

Beginning with the first class at Bend, Oregon, on January 14, biennial examinations for Great Northern Railway train, engine and yard men, train dispatchers and operators, covering the railway's operating rules will be conducted by the company's examining board headed by Peter S.

Proulx, who is chief rules examiner. The board will conduct examinations at points along the railway ending at Superior, Wis., May 3.

Personnel of the board is C. J. Evey, D. W. Hartung, O. E. Fisher, R. L. Grinde and E. R. Swenson, secretary.

Fifteen

SNOW SEASON

(Continued from page 14)

Telma resort. Meals may be had at the Inn. Pole Ridge is 50 miles from Wenatchee.

Other hills maintaining one or two tows and a warming hut or shelter are located on Blewett Pass 39 miles from Wenatchee; at Brief, 20 miles from Entiat; at Dryden, 17 miles from Wenatchee; at Waterville in Douglas county; at the Loop Loop summit near Twisp, and at several locations in the Methow valley.

Further detailed information can be obtained by writing the Wenatchee Chamber of Commerce, Wenatchee, Washington.

The Big Mountain, Montana's major winter sports development, 8 miles from Whitefish on the main transcontinental line of the Great Northern Railway, played host, in March, 1949, to the National Downhill and Slalom Championships.

New this season is the Northern Rocky Chalet, an alpine inn housing a comfortable lounge, spacious dining room, waxing room and modern guest rooms for 40. The Big Mountain Ski Lodge has dormitory type lodgings and rooms for 20 as well as lounge, dining and club rooms.

The Big Mountain rises more than 2,000 vertical feet over the lodge, affording a variety of open slopes, runs and trails plus miles of open snowfields. A 3,220-foot Constam T-bar lift, with a 1,000-foot rise, takes skiers to the top of miles of slopes and trails.

Toni Matt, noted racing champion, is again operating a ski school and ski shop with a complete line of equipment for sale or rent. Rhona and Gene Gillis are included on the roster of instructors.

The Big Mountain offers a one week ski vacation, all inclusive, for \$70.00. During five special "Learn to Ski" weeks in January, March and April, lower rates are offered. Lodging, meals, ski school and ski lifts, a complete winter sports vacation, may be had for as low as \$49.00 per week at The Big Mountain Ski Lodge, dormitory style, or \$56.00 per week at the new Northern Rocky Chalet, two persons to a room.

Further detailed information concerning The Big Mountain region can be obtained by writing The Big Mountain Ski Lodge, or the Northern Rocky Chalet, Whitefish, Montana.

Throughout Northern Idaho are recreation areas where skiing and other winter sports may be enjoyed. The season usually extends into April with snow dry and powdery.

Largest and most popular area is 100 miles east of Spokane at Look-out Pass in the Cabinet National Forest. The terrain is varied and suitable for all, from beginners to experts. There are slalom, downhill and cross-country courses and tows with a total length of 2,400 feet.

Talache Lodge, 12 miles from Sandpoint on Great Northern's main line operates a two and one-half mile course on Butler mountain. Cross country trails afford excellent views of Lake Pend Oreille, largest natural body of fresh water in the Pacific Northwest. Uphill transportation is provided by skimobile.

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The North and South Ski Slopes are located near Potlatch, Idaho, at an elevation of 3,600 feet. Facilities include a 1,000-foot tow and log cabin shelter. Jumping and cross-country skiing are featured.

Detailed information regarding Northern Idaho winter sports areas may be obtained by writing the North Idaho Scenic-Land Association, Sandpoint, Idaho.

Although Southern California is a winter sun land, there are approximately 20 snow sports centers in the high mountain valleys, most of them

(Continued on page 20)

Sixteen



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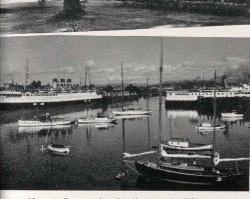
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Skiing in Strachan Valley, Forbidden Plateau, Vancouver Island.

Above: Impressive Parliament Buildings, Victoria, B. C. Below: The busy inner harbor from the causeway, Victoria, B. C.

Canada's Year-Round Playground

It is no idle boast on the part of Victoria's citizens that a vacation can be enjoyed any month of the year in British Columbia's Provincial capital, and in recent years, visitors from the United States have been extolling the advantages of an "off-season" holiday in Victoria and the scenic wonderland of Vancouver Island.

Surprisingly cool during the summer months, this historic city, which has an atmosphere peculiarly its own, can boast of an average winter day temperature of 42 degrees, and an average night temperature of 33 degrees.

Whether it be golfing, fishing, hunting, bowling, boating or other usual summer vocations, or skiing on the snow-clad slopes of the mountain ranges, Victoria and Vancouver Island offer a wide variety of entertainment for the outdoor lover who is able to take a vacation before or after the rush of the usual summer travel season.

Vancouver Island provides excellent sport for hunters during the season with grouse, ducks, geese, bear and deer plentiful, but it is particularly noted for outstanding year-round fishing. Hundreds of (Continued on page 22)

Seventeen

W. G. Mitsch 1883-1949



Mr. Mitsch

William G. Mitsch, Great Northern's general agent passenger department, St. Paul, Minnesota, died on December 27, 1949, following a short illness.

Mr. Mitsch was associated with Great Northern since 1918, when his first position was that of res-

ervation clerk. He became assistant ticket agent two years later and in 1927 was promoted to city ticket agent and five years later to general agent.

Graham M. French, traveling passenger agent at Los Angeles, California, has been appointed general agent passenger department, St. Paul, beginning February 1.

PULLMAN FARES

(Continued from page 10)

car service on the "Shasta Daylight" between Portland and San Francisco, thence Pullman or parlor car service to or from Los Angeles or parlor car service between Portland and Martinez and Pullman to or from Los Angeles.

Ticket sellers should include separate coupons in Pullman tickets covering parlor car seats on Southern Pacific "Daylights."

In the year 1949, railroads moved more tons more miles for each hour of freight train service, and operated a greater mileage of fast, modern passenger train service each day, than ever before.

Eighteen

Baggage Insurance

Many Great Northern agents are licensed to issue Baggage and Personal Effects insurance provided by the Saint Paul Fire and Marine Insurance Company.

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This insurance is a short-term personal property floater covering, with few exceptions, all personal property worn, checked or carried by passengers while traveling, providing the initial transportation is by rail. Policies give full coverage on clothing, furs, cameras and jewelry in addition to all items covered by the Baggage Tariff. Coverage is for the entire trip from the time the passenger leaves home until he returns, wherever he may be—train, taxicab, bus or private conveyance, and coverage is world-wide. Policies may be purchased in advance, be made effective from any date desired, and for any length of time.

Seattle-Wenatchee Sleeping Car Service

Great Northern now operates a Standard Pullman 12-section and one drawing room sleeping car between Seattle and Wenatchee.

Eastbound car is operated from Seattle on train No. 28. Westbound, the car is handled on train No. 27, Wenatchee to Seattle.

The set out sleeping car is available for occupancy at both terminals at 9:30 PM and may be occupied in the morning at both terminals until 8:00 AM.

Puyallup Daffodil Fete

Highlighted by the annual flower show in Tacoma, Washington, at the College of Puget Sound Fieldhouse, the 1950 Puyallup Valley Daffodil Festival will be observed March 31, through April 2.

International Farm Youth Exchange

The International Farm Youth Exchange, sponsored by the U. S. Department of Agriculture Extension Service and conducted through 4-H Clubs and similar organizations in other participating countries, is a two-way exchange, permitting young Americans to live with European farm families, and giving young Swedes, Norwegians, Englishmen, Frenchmen, Swiss and others, the opportunity to learn about America and American agricultural practices through their visits here.

From Richland county, Montana, on the Great Northern, former 4-H girl Janice Fenske was sent to Sweden under the exchange program.

As a member of the first International Farm Youth Exchange, Miss Fenske lived, worked and played with a Swedish farm family for three months as part of the program to foster good relations between countries through friendship between rural peoples of different countries.

The farm upon which she spent the summer was not too typical of the average Swedish farm as it was 350 acres in size, compared to the average of 25 acres. Sorby Gard, as it was called, was located in an excellent farming region southwest of Stockholm. It was a beautiful place with well-kept buildings and a large family house. The crops are much like those in Montana; wheat, rye, oats, barley and flax, and like every Swedish farm, there is a herd of fine dairy cattle. As in almost every European country there is little good range land for beef cattle and the precious land must produce as much food as possible. An annual rainfall of 60 inches gives them an average per acre yield which doubles our bumper crops. The people were amazed at the size of Montana farms and ranches.



Janice Fenske

"It is hard to realize," said Miss Fenske on her return to the U. S., "that only a short time ago I was struggling with a new language and saying 'God dag' and 'Bra, tak' instead of 'Good morning' and 'Fine, thanks'. It was light when I went to bed at 11 and light again about 2, for I was in the land of the midnight sun. Otherwise, it was hard to believe I was in a foreign land, for this modern little country is like America in many ways."

Great Northern, through its Agricultural and Mineral Development Department, actively cooperates with Farm Youth Exchange program, 4-H Clubs, Future Farmers of America and similar organizations.

Nineteen

Elections



Mr. Anderson

Mr. Norman

The Passenger Club of San Francisco at its annual election held in December, chose T. F. Norman, SP, as its president for 1950. Other officers elected were C. P. Hoctor, WP, first vice-president; H. J. De-Graff, Gray Line, Inc., second vice-president; Boyd B. Madison, TWA, Inc., third vice-president; Robert Simmons, SNR, secretary-treasurer.

B. A. Anderson, CPR, was elected president of the Minneapolis Passenger Traffic Club for 1950. G. Kenneth Stair, Penn R.R., was chosen vice-president; Wm. A. Kelch, C&EI Ry., secretary; S. Alex Swanson, M&StL, treasurer. The executive committee will consist of Joe M. Aukofer, GN Depot; Tony J. Schiller, MP, and officers for 1950.

Officers elected at the Annual Jamboree of the Southern California Passenger Association for 1950 are, Harry Fehner, Santa Fe, president; Claude Matthews, SP, first vice-president; O. V. Howard, D&RGW, second vice-president; Roy Baumruker, Penn RR, secretary-treasurer. Harold Weeks, CHR, Dave Ahlgren, NYC, Orville Pratt, Santa Fe, Graham M. French, Great Northern and Frank Rice, Santa Fe, were elected to the board of governors.

SNOW SEASON

(Continued from page 16)

convenient to Hollywood, the sun resorts and the Pacific Ocean.

Thickest concentration of these centers is in the Inyo-Mono country, along the steep eastern face of the Sierra Nevada Mountain Range. The area has 14 ski lifts, and in one spot, the skiing continues until mid-summer.

Many National Park areas in the state including Yosemite, Lassen Volcanic, King's Canyon and Sequoia offer excellent sport. Lifts, tows and limited sleeping accommodations are available in some areas.

Fine skiing is available in many areas of British Columbia, several of which are located near Vancouver and Victoria. Forbidden Plateau on Vancouver Island at an elevation of 4,000 feet offers a variety of thrilling downhill running, while Hollyburn Ridge and Seymour Mountain are well known to skiers everywhere. At Grouse Mountain, scene of the famous Noseeums Kandahar team race, a new \$100,000 mile-long chair lift has been completed. Shelter is provided near the top terminal by a new lodge that serves hot meals. A ski school with certified instructors is maintained and equipment may be rented or purchased. The Grouse Mountain area is convenient to Vancouver.

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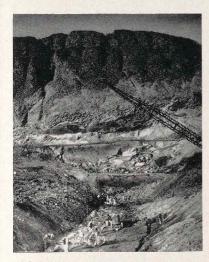
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Detailed information about skiing in Western Canada can be obtained by writing to the Vancouver Tourist Association, Vancouver, B. C., The Victoria Island Publicity Bureau, Victoria, B. C., or the Canadian Government Travel Bureau, Ottawa, Canada.

Twenty



Fourth and final earth-fill dam in the Columbia Basin Irrigation Project nears completion.



Hungry Horse Dam rises in the deep canyon of the Flathead River's South Fork in Northwestern Montana.

Grand Coulee Dam

Beneath the massive basalt cliffs of Eastern Washington, excavation for the fourth and final earth-fill dam in the gigantic Columbia Basin Irrigation Project is nearing comple-Known as North Dam, the barrier will block the Upper Grand Coulee for a 27-mile equalizing reservoir. South Dam, at the lower end of the coulee, has been completed. In 1951, Columbia River water will be pumped into the reservoir in preparation for the initial operation of the irrigation system in 1952. Canals, siphons, and other structures now under construction further south will be capable of serving the first 87,000 acres of the project.

The North Dam is about 2 miles from the Grand Coulee Dam. It will rise to nearly 150 feet above the excavation and will be about 1,400 feet in length.

Hungry Horse Dam

Before the cold weather forced suspension of concrete pouring operations at the giant Hungry Horse Project in the deep canyon of the South Fork of the Flathead River in Northwestern Montana, approximately 60,000 cubic yards of concrete had been poured.

Scheduled for completion late in 1953, the crest of the dam will rise to the level of the top wooden bridge shown at the head of the excavated keyway for the dam. Hungry Horse Dam, when completed, will be 564-feet in height, the world's third highest and fourth largest concrete dam.

Purpose of the project is multiple. In addition to producing vast amounts of electrical power and providing water sufficient to irrigate thousands of acres of now semi-arid land, Hungry Horse Dam will be of tremendous benefit in flood control.

Twenty-one

Wheat King



Left to right: Steve Urs, secretary, Valley County Fair; C. H. Brocksmith, vice-chairman of the Glasgow Kiwanis Club agriculture committee, presenting award to Carl Maalerud, 1949 Wheat King; Leo Hoffman, president, Kiwanis Club.

Carl Maalerud, long time community farmer of Tampico, Montana, on Great Northern's main line, was named "Wheat King" at the 1949 Valley County Montana Fair.

The "Wheat King" competition is sponsored by the Kiwanis Club in cooperation with the Minot Flour Mill, Farmers Union Grain & Feed Company, International and Occident elevators, all of Glasgow, Montana, in connection with the annual Valley County Fair.

A silver loving cup and \$100 in cash was presented to Mr. Maalerud for the highest score for threshed hard red spring wheat exhibited at the Fair. The wheat that won the award was grown in 1948.

Mr. Maalerud, who came to the United States from Norway in 1906, filed on his present Montana homestead in 1910. He now controls 1,800 acres of which 800 acres are farmed in strips, half fallow and half crops, along with some cattle and dairy cows.

The silver cup award passes from year to year to the different winners

of the "Wheat King" award until one man has won it twice when he obtains permanent possession of the trophy. The reserve title was awarded to Dave Watson of Vandalia. Montana, also located on Great Northern's main line.

CANADA'S PLAYGROUNDS

(Continued from page 17)

bodies of water all contain trout of some variety, chiefly Rainbow and Cut-throat, while of the several species of Pacific salmon, the sportsman has a choice of Cohoes or Spring. The fighting Steelhead run until March, and for the less expert, those who just like to fish, Jacks and Grilse abound in the inlets and bays along the coastline.

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For the visitor who likes to relax and do some sightseeing, Victoria and the surrounding districts are ideal. Miles of beautiful gardens, impressive Parliament Buildings, the Connaught Library, the Natural History Museum and Archives. Thunderbird Park with fine specimens of Totem poles, Beacon Hill Park where blooms are in evidence the year-round, Butchart's worldfamous sunken gardens, Marine Drive with a glorious view of the Olympics across the Straits of Juan de Fuca, and a trip over scenic Malahat Drive are just a few of the interesting jaunts which add to the enjoyment of the visitor.

Blessed as it is with its temperate climate, unsurpassed scenery and recreational facilities, Victoria holds an attraction to the tourist in every month of the year, and particularly to the "off-season" vacationist.

Oregon maintains 177 state park areas ranging from small waysides to areas up to 8000 acres, protecting all types of Oregon scenic areas from the seacoast to high mountains. No entry fees are charged visitors, who are provided with picnic facilities in the larger parks.

Twenty-two

Glanings The American Heart Association

The American Heart Association will conduct its annual drive for funds during the week of February 13-20.

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The name of the building in which Great Northern's passenger department office in Los Angeles, California, is located, has been changed from Associated Realty Building to "Five Ten West Sixth Street." The address now is Room 1017 Five Ten West Sixth Street.

Laurence D. (Larry) Kitchell, retired Great Northern lecturer, died in a Seattle, Washington, hospital on November 22, 1949. Edwin W. Tackell, Great Northern dining car inspector, died on December 22, 1949.

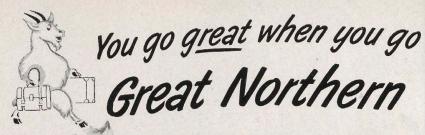
The New York Railroad Club is again conducting the Roy V. Wright Prize Competition for the best essays on important transportation subjects to encourage constructive thought on railroad problems by young people in railroad work and by students of transportation. Entries should be addressed to David W. Pye, Executive Secretary, New York Railroad Club, 30 Church Street, New York 7, N. Y. to reach him on or before February 28, 1950.

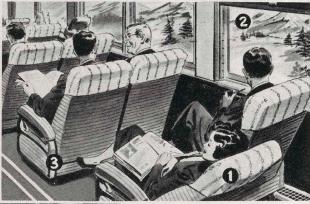
Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1949, are: Albert J. Halladay, master mechanic, Great Falls, Mont., Albert H. Hargadine, conductor, Great Falls, Mont., Edward N. Heinen, engineer, St. Paul, Minn., Samuel D. Linn, brakeman, Havre, Mont., Robert McElrath, express messenger, Madison, Wis., Edward Morley, engineer, Great Falls, Mont., Edward N. Nelson, Engineer, Superior, Wis., Anton P. Reber, section foreman, Albany, Minn., James R. Toliver, agent, Galesburg, N. D.

Members reported pensioned during December, 1949, are: Louis Di Santo, painter, St. Paul, Minn., Charles A. Garvey, engineer, Minot, N. D., George W. Grant, car inspector, Whitefish, Mont., Octave J. Joyer, engineer, Minot, N. D., George R. Moshier, signal maintainer, Bellingham, Wash., Jesse P. Phillips, telegrapher, Larimore, N. D., Frederick E. Shuman, conductor, Minot, N. D., George C. Thomas, engineer, Sioux City, Ia., Harry H. Wilder, saw filer, Somers Lumber Co., Somers, Mont.

The American Red Cross fund drive for 1950 will be held during March.

Twenty-three





IN A COACH ON THE

Oriental Limited



Great Northern coach fares are far lower than competing airline fares, particularly for round trips. On air-conditioned Oriental Limited coaches, you get more of what really counts when you travel—more real comfort in reclining seats (1), more spaciousness (2), more scenery enjoyment (3). Dressing rooms are large—baggage allowances generous.

GREAT NORTHERN

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

Form 6009 1-50

Printed in U.S. A.

The Great Morthern GOAT FEBRUARY 1950



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The Big Mountain

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Rhona Gillis, an instructor at the ski school. Photo by Lacy.





Miles of snowfields, open and wooded runs at Montana's major ski resort.
Photo by Lacy.





Headquarters for snow sport on The Big Mountain is the Ski Lodge. Photo by Lacy.

Whitefish, Montana, Rapidly Becoming One of Nation's Major Ski Areas

Newest addition to the Northwest's quarter-of-a-million dollar ski capital at Whitefish, Montana, on the main transcontinental line of the Great Northern, is the \$60,000 Northern Rocky Chalet, located near the Ski Lodge on The Big Mountain.

Erected and operated by Ebb Schuehle, known internationally as a chief timer at many major ski meets in this country and abroad, the new Northern Rocky Chalet is a luxurious ski hotel with accommodations for sixty persons. The Big Mountain Ski Lodge has accommodations for forty, dormitory style.

The Big Mountain, scene of last winter's National Downhill and Slalom Championships, will be well represented at the International Ski Meet during February at Aspen, Colorado. Toni Matt, number one ranking slats artist in America, and Rhona Gillis, rated number two among women skiers, will race under Yankee colors, while Schuehle has been appointed chief of timers and starters.

Other new developments at The Big Mountain this season include an 80-foot jump, erected especially for the Rocky Mountain High School Championships, February 11 and 12, a new thousand-foot rope tow, new beginners slopes and alterations to the 3,220-foot Constam T-bar lift.

Possibilities for an unofficial international meet are in prospect for March 18 and 19, during the annual Doug Smith Memorial Races. Several European and Canadian teams are expected to make an appearance against an all-star aggregation of United States men and women champions.

The Big Mountain rises 2,000 vertical feet above the ski lodge and chalet, offering skiers one of the finest terrains in the entire nation, with an average snow depth checked at 87 inches. Both the lodge and chalet overlook a 100-mile panorama of the beautiful Flathead valley, from the soaring peaks of Glacier National Park on the east, to the Whitefish lake paradise on the west, and stretching nearly 100 miles to the southern shores of 60-mile long Flathead lake.

Outstanding attraction at the hill is the Toni Matt Ski-School, which is offering a series of five economical "packaged" ski weeks, which started in January and will continue until April 8.

Matt, who came to America from Austria in 1938, has broken records on nearly every slope in America and Europe. He and Hannes Schneider are credited with bringing to the United States, the Arlberg technique, now the accepted and approved system used by millions of skiers. Matt is assisted by instructors Rhona and Gene Gillis, the latter, a member of the United States Olympic team.

Matt personally supervised the designing and cutting of the downhill slope, named after Roger Langley, who, for 12 years, was president of the National Ski Association. "Mully's Mile", the main slope, is named in honor of L. A. Muldown, the "father" of Whitefish skiing.

Development of The Big Mountain ski course was begun in 1947 by Ed Schenck and George Prentice, with the formation of Winter Sports, Incorporated, a civic organization.

Three



Vol. 20 February, 1950

No. 2

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

IVAN A. COPPE. Editor

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

The Goat's Cover



40 Years of Scouting. Over two million boys and leaders are active in Scouting today.

Your Railroads

The American railroads have always had problems to face—and to solve. First, there was the problem of getting railroads built to keep pace with the needs of a rapidly growing nation. By 1900 that task was nearly completed, and the problem became one of need for intensive improvement of plant and equipment.

Today, there are only about 35,000 more miles of rail line than in 1900, but the total mileage of all tracks, yards, sidings and additional main running tracks, has gone up four times as much, and today's tracks are far better and safer.

This is but one measurement of how the railroads build for greater capacity, efficiency, economy and safety. While there are but a few more locomotives than fifty years ago, the average locomotive now has over double the power and far more than twice the performance ability of those of 1900. There aren't many more freight cars, but the capacity of the freight car fleet-day has increased nearly three-fold, and actual freight performance has quadrupled.

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As the railroads enter the second half of the century, they face new problems, but they have the use of the better plant and equipment which they have built—with railroad money—in the years just passed. And in the years ahead, they will continue their program of improvement and progress, that they shall be able to produce better transportation service, with the greatest possible dependability and efficiency, at the lowest possible cost.

Railroads of the United States, having extensive passenger service, now use mechanical washers for cleaning the exteriors of passengertrain cars.

Four



Players Will Urban (left) and Mel Krause welcome the New Year.

Aboard the Empire Builder

Boarding the Empire Builder at Minneapolis, Minnesota, on New Year's Eve, the University of Oregon Basketball Team returned to Portland, Oregon, on Great Northern's streamliner following an intersectional game with the University of

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Minnesota in Minneapolis. John Warren, Oregon basketball coach, was in charge of the group.

Some of the squad members equipped themselves with noisemakers to welcome in the New Year while enroute.

Aerial Tramway at Timberline

Slated for operation early this year, the new "Skiway" from Government Camp to Timberline on the slopes of Mt. Hood, Oregon, will provide the Far West with its first aerial tramway. The only other means of transportation of this type is in use in New England.

The Oregon aerial route, through thick forests below timberline, has a length of 3.2 miles and a lift of 2500 feet to the 6000 foot elevation

on Mt. Hood. Cables are supported by 38 steel towers, ranging from 40 to 72 feet in height. Riders will be transported in two 36-passenger cars, each of which is propelled on heavy cables by its own motor. "Skyhook" equipment, as developed in the west for large scale logging operations, is embodied in the "Skiway".

The tram is to operate throughout the year, serving skiers in the winter and sightseers in the summer.

Five

Apples'n Cheese—Cake



Apple Blossom Queen Jean Marie (left) and Marvene Fischer, Miss Wisconsin. Photo by Parsons.

Apples'n Cheese-Cake

Apple pie and cheese is a tradition, and, carrying the apple-cheese combination further, the Washington State Apple Commission, representing thousands of apple growers, and Armour & Company, processors of pre-packaged Miss Wisconsin Cheese, jointly introduced and sponsored a new, different and delicious taste treat, Apples'n Cheese.

It was only logical, therefore, that the kick-off meeting of a joint merchandising campaign on Miss Wisconsin Cheese and Washington State Apples be held in Wenatchee, "Apple Capital of the World", and that each state be represented by its respective queen.

Present at the Wenatchee meeting were Washington's Apple Blossom Queen, and "Miss Wisconsin".

New Streamliners for GN

In 1946, Great Northern announced plans for new streamlined equipment between Grand Forks and Fargo, North Dakota, and Minneapolis-Saint Paul, Minnesota, and between Seattle, Washington, and Vancouver, British Columbia. Car building delays have intervened ever since, but now the work is progressing rapidly, and it is confidently expected that the new trains will go into service sometime this summer.

Each of the new streamliners will be powered by a 2,000 horsepower diesel-electric locomotive and will include a baggage-mail car, three coaches and cafe-observation car.

Although schedules for the new streamliners have not yet been announced, they will be faster than those now in effect. "The Red River", which will replace the present overnight "Red River Limited", will make one round trip daily, leaving Grand Forks early each morning and arriving in the Twin Cities in time to allow travelers several hours before the return journey. The schedule will also permit southbound passengers to connect with streamliners to Chicago. Departure from the Twin Cities on the return trip will be made so as to connect with an afternoon streamliner from Chicago.

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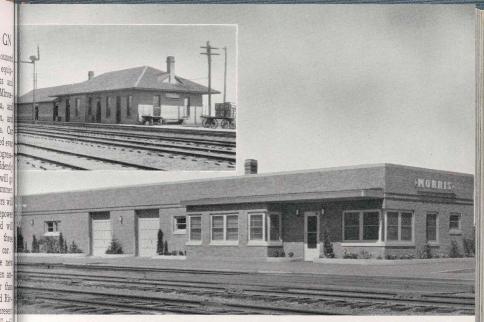
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Each of "The Internationals" will make one round trip daily between Seattle and Vancouver, B. C., replacing the present "Puget Sounders".

MRS Meeting

The 1950 annual convention of the Military Railway Service Veterans will be held in Denver, Colorado, September 29 and 30.

Six



The old, upper left, and the new Morris, Minnesota.

GN Streamlines Stations

As part of the railway's modernization and improvement program, the Great Northern has constructed a new passenger and freight depot at Morris, Minnesota.

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In addition to a spacious and attractive waiting room, the building contains ticket offices, Roadmaster's office, rest, baggage and express rooms and telegraph facilities.

The one story brick structure measures 26 by 106 feet. Exterior face brick is varigated tan with a decorative belt of contrasting dark brown. A stainless steel canopy shelters the waiting room entrance and operator's bay, and large overhead doors give access to freight and express rooms from the platform.

Platforms are paved with asphalt and curbs around platforms and planting areas are concrete. There are lamps in ornamental brackets on the outside walls, and luminaire fixtures mounted on posts for platform illumination. Signs are white porcelain with cut-out lettering.

Interior walls are 10-feet high, furred and plastered in waiting room, rest rooms and offices. Floors in these rooms are asphalt tile on concrete, and ceilings are acoustic tile. Fluorescent lighting is used in the waiting room and offices. Interior doors are flush slab.

Heat is supplied by hot-water system with an oil-fired boiler utilizing forced circulation and thermostatic controls.

Seven

Elections



Mr. Schnell

Mr. Hutson

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

W. C. Hutson, assistant station master, St. Paul Union Depot Co. has been named president of the St. Paul Passenger Association for 1950. Other new officers include P. J. Nikolai, CMStP&P, vice president; Harry Roloff, NP, treasurer; and William Wais, CMStP&P, secretary. The board of directors includes S. O. Anderson, Soo Line; E. H. Beckford, GN; R. F. Wendt, CStPM&O; E. C. Brobst, St. Paul Union Depot Co.; William McGuire, Pullman Co.; and R. J. Class, GN.

At the Annual Meeting and Election of Officers of the New York City Association of Passenger and Ticket Agents held in January, John M. Moler, CRI&P, was chosen president for 1950. Other officers elected were John A. Neubauer, UP 1st vice president; Warren MacGeorge, C&O, 2nd vice president; Russell Hunt,

Erie, secretary; and Dan McCloskey, CMStP&P, treasurer.

In St. Louis, Leo C. Liston, NYC, was elected president of the Passenger Club. Serving with him are William Hammann, MP, 1st vice president; E. J. Nealis, American Bus Lines, 2nd vice president; Revis White, CB&Q, 3rd vice president; Robert Noble, ACL, treasurer and George Batty, SP, secretary.

Farm Forum

Secretary of Agriculture Charles F. Brannan and leaders of three major farm organizations will appear at the Fourth Annual Minneapolis Chamber of Commerce Farm Forum at the Nicollet Hotel March 2 and 3. Between 1,200 and 1,400 farmers, principally from Minnesota Wisconsin, Montana, North and South Dakota are expected to attend.

Opening day speakers include Allen Kline, president, American Farm Bureau, D. W. Chapman, president, Montana Farmers Union, Albert Goss, president, National Grange, and Mr. Brannan. Each speaker will discuss the federal farm program and will explain proposals advanced by his own organization. Moderator will be O. B. Jesness, chief, Division of Agricultural Economics, University of Minnesota.

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On Friday, March 3, Clinton S. Golden, labor adviser to the Economic Cooperation Administration, will talk on "What Does Labor Expect of Agriculture and Business": Dorothy Simmons, Minnesota State Leader of Home Extension, will discuss "What Does the Consumer Expect of Agriculture, Business and Labor", and Milo K. Swanton, executive secretary, Wisconsin Council of Agricultural Cooperatives, will lecture on "What Does the Farmer Expect of Business and Labor".



Red River Valley sugar beet growers visited many points along Great Northern in North Dakota and Montana enroute to the Annual Convention.

Western Beet Growers Tour

More than 100 sugar beet growers and interested agriculturalists from the Red River Valley, accompanied by Paul C. C. Wagner, Great North-Agricultural Development Agent at Fargo, toured points in North Dakota and Montana enroute via a special Great Northern train to the 11th Annual Convention of the Western Beet Growers Association at Great Falls, Montana. The meeting was featured with talks by agricultural and marketing experts on various problems which confront the beet sugar industry, and with

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discussions of other questions vital to growers.

Following the convention at Great Falls, delegates inspected the phosphate fertilizer plant of the Anaconda Mining Company at Butte and the company's huge reduction works at Anaconda. Phosphate fertilizer is of tremendous value in sugar beet production and its use has increased greatly during recent years.

Billings, members dairies, livestock feed lots and oil refineries.

Nine

Ice Follies

TRAVEL BY TRAIN

To most of us a 20,000 mile all-Pullman tour by rail embracing 19 major cities from coast to coast, would be a (Continued on page 12)



Ice Follies members keep in touch with families and friends while on tour.



Brisk walks or acrobatics are in order at service stops.



The Empire Builder's cozy coffee shop and lounge, a popular rendezvous for Ice Follies members.

950



Between-meal snacks are popular at all service stops.



During stop at the "Nation's Apple Capital", Ice Follies members sample famous Wenatchee apples.



Reading, knitting, crocheting or just plain loafing in the colorful lounge of the Empire Builder.



rmes in the lounge occupy some members of the cast.



Oscar Johnson, Mrs. Johnson and Eddie Shipstad (left to right) enjoy the unexcelled food served in Great Northern dining cars.

San Francisco Bay Tours



Harbor Tours "Sightseer" and the San Francisco-Oakland Bay Bridge.

Year round, one hour San Francisco Bay cruises, permitting closeup views of Aquatic Park, Fort Mason, Army Transport Piers, the Marina, Presidio, Golden Gate, Alcatraz Island, the San Francisco-Oakland Bay Bridge, ships from all corners of the world, and other points of interest, are a service of Harbor Tours, Incorporated. Competent guides explain and point out landmarks and vessels that may be encountered on the trip.

Regardless of the weather, glassenclosed 158-passenger, diesel-powered luxury craft leave directly from Fisherman's Wharf, Pier 43, offering this fascinating service for sightseers every day in the year, including Sundays, from 10 AM through 5 PM. Adult fare is \$1.00, plus tax, and children 50c, plus tax. Special excursion party service is also available.

Coal-burning steam locomotives in 1949 handled about 50 per cent of the freight traffic, measured in gross ton-miles, of the Class I railroads, compared with nearly 70 per cent in 1946 while that handled by diesel locomotives increased from less than ten per cent in 1946 to about 34 per cent in 1949.

Twelve

ICE FOLLIES 1950

(Continued from page 10)

wonderful adventure. To the one hundred and sixty members of the cast of the Shipstads and Johnson original Ice Follies, who make the tour annually, it is hardly a vacation.

They make the swing around the country each year to appear before audiences that total two and one-half million. In the fourteen years since the Ice Follies began back in 1936, the cumulative number of spectators who have seen this consistently high caliber ice extravaganza has reached the astronomical total of over 27,000,000, a record in the annals of show business.

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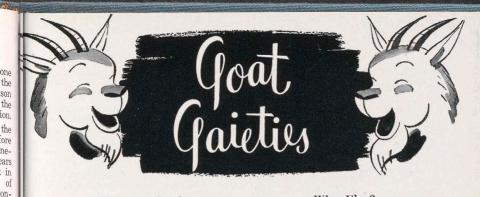
YO

The seed of the Follies took root in 1923 when Oscar F. Johnson, one time office boy in Great Northern's Purchasing Department in Saint Paul, Minnesota, and Eddie Shipstad, formed an informal partnership and gave ad lib exhibitions of comedy skating on the frozen surface of Saint Paul's Lake Como.

Their fame spread locally. Soon such large crowds would gather that the police were forced to disperse them for fear of their breaking through the ice. These first performances were followed by exhibitions throughout the Northwest, and, in 1926, Oscar and Eddie made their first big-time professional appearance between periods of hockey games at Madison Square Garden in New York City. Shortly thereafter, Eddie's brother Roy, a Duluth skating instructor, joined them in producing small ice shows in the Middle West.

In 1935, the trio obtained a fourweek booking at the famous College Inn of the Hotel Sherman in Chicago, and proved so phenomenally popular that the engagement lasted 16 months. With this small show as a nucleus, the spectacular and polished Ice Follies came into being.

(Continued on page 14)



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"I'se wants a ticket for Florence."

Ticket Agent (after ten minutes of weary thumbing over railroad guides): "Where is Florence?"

Mammy: "Settin' over dere on de bench."

Native

"Is this a healthful town?" inquired the home-seeker of a native.

"Yes, certainly," was the answer. "When I came here I hadn't the strength to utter a word; I had scarcely a hair on my head; I couldn't walk across the room, and I had to be lifted from my bed."

"You give me hope!" cried the home-seeker with enthusiasm. "How long have you lived here?"

"I was born here," replied the native.

Scientific Scrutiny

Two small boys were discussing the capabilities of their mothers, both active club members.

"My mother can talk on just about any subject," the first lad declared proudly.

"Phooey!" retorted the other. "My mother can talk without any subject at all."

Who Else?

A suburbanite sitting at his window one evening casually called to his wife: "There goes that woman Charley Jones is so terribly in love with."

His wife, in the kitchen, dropped a plate she was drying, busted through the door, knocked over a lamp, and craned her neck to look out the window.

"Where, where?" she panted.

"There," he panted, "that woman in the gabardine suit, on the corner."

"You idiot," she hissed, "that's his wife."

"Yes, of course," he replied.

Go 'Way Boy!

At the last home talent golf tournament, the club secretary caught one of the entrants driving off about a foot in front of the teeing mark.

"Here!" he cried indignantly, "You can't do that. You're disqualified."

"What for?" demanded the golfer.

"Why, you're driving off in front of the mark."

The player looked at the secretary with pity. "G'wan back to the clubhouse," he said tersely. "I'm playing my third stroke."

Thirteen

Perpetual Publicist



Mr. Ferguson

William G. Ferguson has devoted most of his life to singing the praises of Montana across the nation, to the point where the travel industry has become one of the Treasure State's largest sources of revenue.

Probably acquainted with more people in the Northwest than any other one man, "Bill", since the mid-1930s, has been the guiding light of the Montana State Chamber of Commerce. This organization, which in 1947 became officially "Montanans, Incorporated", first publicized Montana as a travel attraction, and Ferguson was responsible for many of the ideas which placed the state's recreational and scenic attractions vividly before potential travelers in all sections of the country.

Having long had a major hand in the development of Montana's travel and industrial resources, Ferguson looked afield for a larger area to develop. Today, as secretary of the Pacific Northwest Travel Association, he is singing the praises of the entire Northwest as enthusiastically and effectively as he has for Montana for many years.

Fourteen

ICE FOLLIES

(Continued from page 12)

This first all-professional traveling ice show, created a new era in the entertainment world.

Since the Ice Follies started traveling to the West Coast in 1938, they have used Great Northern Railway service exclusively. A sixteen car special train is necessary to move the unit from one city to another. Equipment includes six baggage cars for costumes, scenery, properties and personal trunks, a dining car, observation car, recreation car and seven Pullmans. Schedules compare favorably with the swiftest streamliners.

Enroute, the train is a home on wheels. A dozen different games are usually in progress in the lounge car. Some girls read, while others knit or crochet. Brisk walks or station platform acrobatics are in order during service stops.

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Efficient packing and loading of the show's effects, and careful transportation planning and scheduling enables the Ice Follies to close an engagement one night, and open the next in another city 400 miles distant. Railroaders throughout the United States and Canada pride themselves in being able to give the Ice Follies Special the "green board" for fast, safe moves.

The Ice Follies, in fourteen years, has traveled more than 250,000 miles by rail.

Three cities "on line" for the Great Northern Railway during the 1950 season, are Minneapolis, Minnesota, which will see the blade spectacle in the Arena April 19 through May 8; Seattle, Washington, at the Civic Ice Arena, May 11 through May 21, and Portland, Oregon, at the Ice Arena, May 22 through June 4.

The pictures of Ice Follies members shown in the preceding pages were made aboard Great Northern's streamlined Empire Builder, enroute to Seattle, Washington.



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Mr. French



Mr. Ivory



Mr. Brady



Mr. Inhofer

Appointments

Appointment of Graham M. French as general agent, passenger department at Saint Paul, Minnesota, is announced by P. G. Holmes, passenger traffic manager. Mr. French succeeds W. G. Mitsch who died in After nine years with December. lines in Seattle, steamship French joined Great Northern in 1936 as assistant city passenger agent in Seattle, became traveling passenger agent at Spokane in 1942, and since 1946 has been traveling passenger agent at Los Angeles.

Paul C. Ivory has been named district passenger agent at Detroit, Michigan, succeeding W. J. Rintoul who now is Great Northern's Detroit city freight agent. Mr. Ivory has been assistant ticket agent in Great Northern's Chicago ticket office since 1947, and was previously a passen-

ger representative on the Empire Builder.

Emmett M. Brady has been appointed traveling passenger agent at Los Angeles, succeeding Mr. French. With Great Northern since 1941, he became a passenger representative on the streamlined Empire Builder early in 1947, passenger representative in Portland later the same year, and since 1948 has been city passenger agent at Spokane.

Raymond J. Inhofer succeeds Mr. Brady as city passenger agent at Spokane. He affiliated with Great Northern in 1942, and early in 1947 became a passenger representative on the Empire Builder. Later that year he was made city ticket agent at Tacoma, and in 1948, passenger representative at Portland.

The Red Cross

The response of America to the needs of the Red Cross, not only at fund raising time, but throughout the year, to every part of the program, blood, safety, service to veterans and to the armed forces and their families, nursing, disaster, international activities and other services, is never failing.

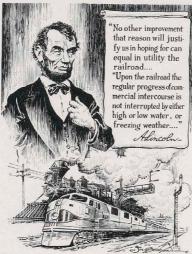
Such response is entirely volun-

tary. No one attempts to tell the individual what he must do. It is for him to decide how much of his time and money he can give to assist in carrying out these responsibilities.

Yet the American people accept the challenge year after year and voluntarily make the Red Cross responsibilities their business. With

(Continued on page 18)

Fifteen



Seattle-Portland Service

Great Northern has taken over operation of pool line night trains #401 and #402 between Seattle, Washington, and Portland, Oregon.

Departures from both cities at 11:30 PM, and arrivals at 6:45 AM remain unchanged, but during the Great Northern period of operation, King Street Station replaces Union Station as the Seattle terminal.

The Railroad Hour

In their 72nd Railroad Hour program, Monday, February 13, over NBC, the American Railroads will present the ever popular "Sweethearts". Jane Powell will share top billing with Gordon MacRae, permanent singing host and master of ceremonies. "Count of Luxembourg", with Nadine Conner is scheduled for February 20, "Mademoiselle Modiste", with Dorothy Kirsten for February 27, and "Pinafore", with Lucille Norman, March 6.

40th Anniversary

With the theme, "Strengthen the Arm of Liberty", the Boy Scouts of America, 2,800,000 strong, will observe its 40th Anniversary from February 6 to 12, with special Courts of Honor, Parents' Nights, Camp Fires, Cub Circuses, Scout Expositions and other events and activities.

First incorporated at Washington, D. C., in 1910, over 16,500,000 Cub Scouts, Boy Scouts, Senior Scouts and adult leaders have been enrolled in the more than 70,000 Cub Packs, Scout Troops and Senior Scout Units.

The Boy Scouts of America is organized not only in the Continental United States, but in Alaska, Hawaii, the Canal Zone, Puerto Rico, the Virgin Islands and Guam. Troops or Packs are also active in many foreign countries where there are American boys.

The Scouts have selected Valley Forge, Pennsylvania, site of the historic winter encampment of George Washington and his Continental Army, for their second National Scout Jamboree in 1950. Over 40,000 Scouts and leaders from every state and all U. S. territories will camp together from June 30 to July 6. The first National Scout Jamboree, held in a huge tent city on both sides of the Potomac River at Washington, D. C., in 1937, at the invitation of President Roosevelt, drew over 27,000.

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Scouting is international, and is established in 51 nations of the world, with a total membership of 4,413,139. The importance of the "Daily Good Turn" around the globe cannot be overestimated.

Class I railroads placed nearly 300,000 new freight cars in service in the four years ended with 1949.

Sixteen



Feeder Calf Sales

Feeder Calf Sales were held recently in Crookston and Breckenridge, Minnesota, for the purpose of assisting 4-H Club members in obtaining beef calves suitable for 4-H Club project work.

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The sales were sponsored jointly by the Agricultural Extension Division of University Farm, county agricultural agents, the Chambers of Commerce of the respective cities, the Central Livestock Association, the Central Livestock Order Buying Company and the Great Northern Railway.

Approximately three carloads of choice Hereford, Angus and Shorthorn calves were sold at auction at each sale at prices established by the youthful ringside bidders, and the high quality of the stock offered was widely acclaimed. Prices were very reasonable, market value considered.

Livestock feeding in these areas has been definitely stimulated by the sales, and calves from former sales have taken high honors at the Junior Livestock Show.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Columbia River Basin



The main canal of the Columbia Basin Project will discharge through this inlet structure into the completed barrel of the Bacon Siphon which disappears into the ground.

A grand total of 405 potential projects are included in the coordinated Department of the Interior-Department of the Army plans for development of water and land resources of the Columbia River Basin. As envisioned by these agencies, these projects constitute the ultimate future development of water resources in the Columbia River Basin.

Many will serve more than one function: 196 involve irrigation; 152 hydroelectric power production; 295 storage of water supply; 180 flood control functions; 34 navigation; 2 drainage, and 7 domestic water supply.

A restricted group of 93 projects which will meet earlier needs of the Pacific Northwest have been recommended individually by the Bureau of Reclamation and the Corps of Engineers.

The Bureau of Reclamation has allotted nearly \$1,000,000 during the current fiscal year for the investigation of potential irrigation and multiple purpose projects in the Pacific Northwest.

Eighteen

Fargo-Moorhead Sleeping Car Service

Under rotating plan which alternates Pullman standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead for four month periods, this service will be provided by the Northern Pacific Railway on its trains Nos. 3 and 4, during the period February through May, 1950, inclusive.

There will be no set-out Twin Cities-Moorhead-Fargo sleeping car operated by Great Northern during this period. Great Northern will, however, operate a standard sleeping car between St. Paul-Minneapolis and Grand Forks, North Dakota, on its trains 29 and 10.

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

RED CROSS

(Continued from page 15)

pride, they shoulder their neighbors' burdens and respond to the needs of their fellows in a spirit of help-fulness that is their heritage.

Men in industries and professions, women in homes and in the business world, boys and girls in schools and colleges make up the American Red Cross and work through it, give through it, with no sense of compulsion.

You can contribute to the Red Cross with the assurance that your donation will work for a necessary humane cause. Accounts of the Red Cross are audited by the Army and by certified public accountants, submitted to the Congress and made available to the public.

The 1950 Minneapolis Aquatennial

will be held July 21 through 30.

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Approximately 1,100,000 persons visited Bureau of Reclamation dams and reservoirs in the Pacific Northwest during 1949. Grand Coulee dam was second in the number of visitors with 290,000. Hungry Horse Dam in Montana was third with 125,000 visitors.

The 1950 convention of the Pacific Northwest Travel Association will be held in Spokane, Washington, September 22 and 23.

The Ramona Pageant, depicting early days in Southern California, will be staged in a mountain bowl on the slopes of Mt. San Jacinto, April 22-23-29-30, and May 6-7.

North Dakota was second in the production of wheat and again produced more than 90 per cent of the nation's durum in 1949.

It was second among the states in the production of barley and flax, and led the nation in the production of rye. The state's potato crop ranked sixth in the nation.

Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1950, are: Louis J. Bauer, engineer, Moses Lake, Wash.: James F. Butterfield, engineer, Sioux City, Iowa; Earl H. Crawford, conductor, Santa Rosa, Calif.; Charles Ellis, engineer, Spokane, Wash.; George H. Emerson, charge of motive power and equipment, B&O RR, Baltimore, Md.; John J. Hess, general roadmaster, Long Beach, Calif; Phillip A. Loubert, conductor, Kelly Lake, Minn.; John F. Merklein, warehouse foreman, Eatonville, Wash.; Fred W. Spencer, conductor, Crookston, Minn.

Members reported pensioned during January, 1950, are: Peter P. Amundson, machinist, Grand Forks, N. D.; John E. Berg, conductor, Crookston, Minn.; Mathias F. Hepfner, boilermaker foreman, Great Falls, Mont.; Mathew N. Hoffman, blacksmith helper, St. Cloud, Minn.; Silas W. Jackline, engineer, Saco, Mont.; Thomas H. King, locomotive carpenter, Williston, N. D.; Eugene O. Tallman, conductor, Minot, N. D.

Nineteen

One Ticket ... a Thousand Thrills



Glacier National Park

the

PACIFIC NORTHWEST

and

California

- Glacier National Park in **Montana Rockies**
- Waterton Lakes National Park-aateway to the **Canadian Rockies**
- Lake Pend Oreille, Idaho
- Seattle
- Tacoma
- Spokane
- Portland, Oregon
- · Victoria, B. C.
- · Vancouver, B. C.

SEE ALL... ON ONE GREAT VACATION ON

Form 6009 2-50

GREAT NORTHERN



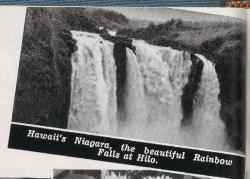
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The Great Morthern
GOAT

MARCH 1950



The Islands of Hawaii



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Exotic Paradise Blossoms (cereus), bloom only at night.

The volcanic sands on the beach at Kalapana, Island of Hawaii, are jet black.



Hawaii's official flower, the red hibiscus, blooms the year 'round.



Gentle breakers move in on the Hamakaua Coast, Island of Hawaii.



Naniloa Hotel at Hilo, Hawaii, popular luxury Island resort.

Hawaiian Tours and Flowers

Nature must have been in her most generous mood when she created Hawaii, for here is not just one lone tropical island sunning itself in

the middle of the broad Pacific, but a whole chain of islands, each distinctive and enchanting in its own individual way.

The visitor who has long dreamed of spending a holiday on some faraway isle, finds himself, upon arriving in Hawaii, happy to give up such a dream, because he can do far He can better. spend it on several islands, a scant 2.000 miles from the United States mainland, 4½ days by luxury liner from the

Port of San Francisco.

A visit to Hawaii should mean more than just a stay at Honolulu and Oahu, the island on which it is located. One should visit all of the main islands. Excellent hotel accommodations are available on all, and a variety of tours is offered.

Oahu is usually the first of the islands seen by the visitor. In addition to Honolulu, chief port and capital city of the territory, Oahu is also famous for such landmarks as Diamond Head, Waikiki Beach, the Nuuanu Pali and, of course Pearl Harbor.

In Honolulu are the world's largest pineapple cannery, Iolani Palace, the University of Hawaii, Punchbowl National Cemetery where lie buried many heros of World War II, Bishop Museum of Hawaiiana and Polynesian curios, relics and historical specimens, the Academy of Arts,

houses of worship of many faiths and races, and interesting shops.

Surfboard riding, canoeing, swimming and fishing are but a few of the sports which may be enjoyed at Waikiki and at numerous other beaches. And should the visitor want only to relax, he will find the beaches ideal for sunbathing.

Tours include motor trips around the island, visits to authentic Oriental temples; personally guided walkatours through Honolulu's quaint

Oriental business district; visits to lovely private gardens, and various camera and sightseeing tours. There are also luaus (Hawaiian feasts with entertainment), hukilaus (Hawaiian fishing festivals), and hula shows.

On the Island of Hawaii are two active volcanoes. Commonly referred to as the "Big Island", it is also called the "Orchid Island", home of the million-dollar orchid industry. Here, in nearly every garden and yard, are rare and exquisite orchids. The flowers are shipped to all parts of the United States.

A tour of the Big Island includes a visit to the volcano district where, in addition to the craters and steaming fissures, one may see unique

(Continued on page 16)

Three



Hawaii's Queen of Flowers.

the Great Northern

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.

March, 1950

VOL. 20

IVAN A. COPPE. Editor

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

The Goat's Cover



THOMAS JEFFERSON MEMORIAL

No. 3

Spring is traditionally the season when Americans visit the nation's capital to view the cherry blossoms.

Photo by Devaney

Your Railroads

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During the past ten years the railroads, like the rest of us, have had to meet rising costs. The average prices of the fuel and supplies railroads buy have doubled in those years; railroad wage rates have more than doubled, and these two items make up more than 90 per cent of the cost of producing railroad transportation. Railroad charges, on the other hand, have gone up, on the average, less than half as much as the increase in wages and prices.

So you can see what the railroads would have been up against if they had just depended on increasing rates and fares to meet rising costs. But railroads have been at work harder than ever, and more effectively than ever, to hold down costs by increasing operating efficiency.

The result is that in 1949, the cost of producing transportation was two billion, five hundred million dollars less than if railroads had operated with the same efficiency which they did in 1939. And the public has gotten the full benefit of the two billion, five hundred million dollars a year saving, through rates and fares which are lower than they would otherwise have had to be.

The big reason why railroads were able to make such great gains in efficiency is the constant program of improvement which is a fixed railroad policy. Just since 1939, for example, they have spent seven billion dollars for new and improved aids to transportation, the things that make possible better service, more efficient operation, lower transportation costs for you, now and in the future.

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Faster freight service now is provided between the Pacific Northwest and Southern California by Great Northern, Western Pacific and the Santa Fe railways which jointly operate the three lines which run from Vancouver, B. C. to Seattle and Spokane through Tacoma, Portland, Bend, Klamath Falls, Stockton, Fresno and Bakersfield.

It is expected that a substantial saving in freight delivery time will be effected on shipments between Seattle and Spokane on the north and Los Angeles on the south, with corresponding benefits to intermediate points.

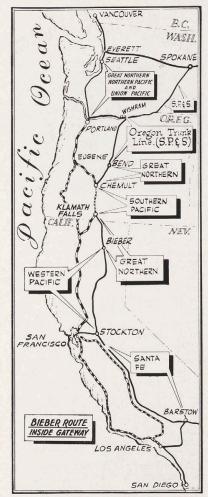
Details of the expedited service were worked out during a recent tour of presidents F. J. Gavin of the Great Northern, F. G. Gurley of the Santa Fe and F. B. Whitman of the Western Pacific, accompanied by their traffic and operating vice-presidents and other officials, over the complete 1484-mile route.

Under the new schedule two trains will operate each way daily over the entire route.

Glacier Park Rates

Charges for hotel, chalet, motor coach and various services in Glacier and Waterton Lakes National Parks for the 1950 season will be the same as in 1949, with some minor changes.

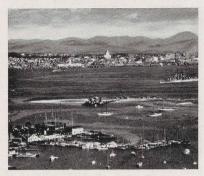
Rates for all-expense motor coach tours will be the same as charged in 1949—\$24.01 for the one-day-tour, \$37.22 for the two-day-tour and \$55.56 for the three-day-tour, all prices including U. S. Transportation Tax.



Reprinted from original sketch furnished through courtesy of The Oregonian, Portland, Oregon.

Five

Southern California



San Diego Harbor and mile high mountains in distance.

Many of the vacation attractions for which Southern California is famous are combined in the San Diego area, down near the border of Old Mexico. Here, within a few hours travel of downtown San Diego are the contrasts of seashore, milehigh snow-capped mountains, orange groves, sunny deserts and old Spanish Missions.

San Diego's climate is remarkably equable the year 'round. The city is built around 1,400-acre Balboa Park where are lush gardens of cactus and palm trees, Spanish Renaissance buildings which have served two world's fairs, and the San Diego Zoo, where the animals are not in cages, but in surroundings similar to their natural habitats.

A short ferry trip takes vacationers to Coronado, a town of fine homes and a seaside resort hotel. Silver Strand State Park stretches for six miles with the Pacific on one side and San Diego Bay on the other.

Thirty minutes away is the border of Old Mexico. First is the border town of Tijuana, a pueblo of sidewalk bazaars tended by costumed merchants. Ensenade, a Mexican fishing village, is eighty miles down the coast.

La Jolla is a seaside resort of hotels and clubs where sheltered cover open into the Pacific, and where in sea caves or grottos, visitors can see colored fish, swimming amid luminous green and red rocks.

At Torrey Pines Park, just north of San Diego, the weirdly-twisted windblown Torrey Pines are found. The park is built on a mesa and offers a panoramic view of the Pacific.

North is Oceanside, with one of the finest surf-fishing beaches in the world. A 15-minute trip inland takes visitors to Mission San Luis Rey de Francia, a Spanish outpost dating back to 1798. Its Spanish-Moorish architecture makes it one of the most beautiful in the chain of 21 Franciscan Missions.

On mile-high Palomar Mountain the observatory houses the 200-inch telescope, the world's largest. A visitors' gallery is open daily.

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Inland is the Borrego Desert, a sun-basked state park of 196,000 acres where sage and ocotillo carpet the pastel sands. Mountain canyons surrounding the desert valley are filled with native palms. All through the area are modest and deluxe facilities for vacationers.

Kern County lies at the southern end of the Great Valley of California. Mountains rise spectacularly all about. In the south are the Tehachapis, to the east are the Sierra Nevadas, and in the west is the Temblor Range which separates the valley from the ocean. Bakersfield, principal community in the area, is headquarters for vacationers.

Kern County is an agricultural empire. Last year it was the top cotton producing county in the U. S.

(Continued on page 8)

Six



Old and New Stations at Kerkhoven, Minnesota.

GN Modernizes Stations

By utilizing unconventional methods, Great Northern has converted its old depot at Kerkhoven, Minnesota, into an attractive and completely modern structure at a cost of about 20 per cent less than that of a comparable new building.

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The old station, built in 1890 and sound except for the foundation, was jacked up and supported on blocking while new concrete foundations were poured. Studdings were cut off to provide 10-foot ceilings and the wide eaves were cut back and boxed in, leaving an overhang of 8 inches. The old siding and roofing were stripped off, and the roof boards, spaced because of wooden shingles, were replaced tight.

Exterior walls were covered with cedar siding painted white, 8-inches to the weather, and glass block treatment was used on either side of the waiting room entrance. Green storm sash and screens match the asphalt shingles and green porcelain signs. Walls and ceilings of heated areas were insulated.

New concrete floors, surfaced with asphalt tile, horizontal type windows, slab doors, partitions, ticket counter and toilet facilities were installed. Interior walls were sheathed with Nu-wood planking above plywood wainscot, and ceilings were finished in acoustic tile. Heat is supplied by oil burning heaters with forced air units.

New concrete platforms replace the old, which were of timber construction and which needed constant maintenance. Concrete curbing was provided around platforms and planting areas.

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

REITHER OF US CAN SWING IT ALONE BUT. TOGETHER. WE CAN PLAY CHIMES ON IT! ABOUT SAFETY EFFORT

Great Northern and all other railways, working together in the Association of American Railroads, are proud of the 1949 safety record. The job is far from done and working for a better record must be continuous.

SOUTHERN CALIFORNIA

(Continued from page 6)

with 234,878 bales. The area has several 15,000-foot wells, among the deepest petroleum producers in the world.

From Bakersfield, a scenic route leads up the Kern River Canyon into the Sierras. Caliente, in the mountain country of Kern County, was a "boom" town during construction of the Southern Pacific Railway. Although the lusty days are gone, the region still retains a frontier atmosphere.

In the Tehachapi Mountains, the railway doubles back on itself in making the climb. This is the Tehachapi Loop, where the shining thread of track loops in a complete circle about a quarter of a mile in diameter. The same train can be seen at three different levels.

In the warm and sunny Mojave Desert grows the Joshua Tree, which is really a lily, although it attains a height of up to thirty feet. Nearby rises Mount Soledad, honeycombed with rich gold and silver mines.

Seattle-Victoria Steamship Service

Present Canadian Pacific Steamship lines service between Vancouver, B. C., Victoria and Seattle, will

remain in effect until April 1st, 1950, at which time new summer schedules, until October 15th, 1950, will be as follows:

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NORTHBOUND

	Princesses	Princesses	Princesses	
	Marguerite	Joan and	Joan and	
	and Patricia	Elizabeth	Elizabeth	
Lv. Seattle Ar. Victoria	8:00 AM 11:50 AM	Elizabeth	Elizabetii	
Lv. Victoria	1:10 PM	10:59 PM	8:30 AM	
Ar. Vancouver	5:25 PM	6:00 AM	1:30 PM	
	COLUMII	POLIND		

ncesses an and zabeth 00 PM 00 PM effect ne 30th to ot. 17th incl.

Eight



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The parade starts in Tacoma, passes through Puyallup and ends in Sumner.



1950 Daffodil Princess Audrey Rentsch of Puyallup. Photos by Lee Merrill and Richards.

Washington State Daffodil Fete

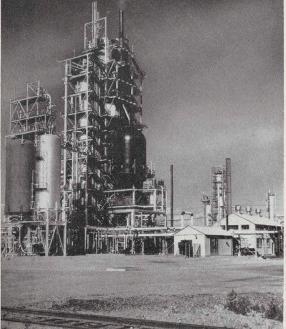
Passengers on Great Northern Railway trains between Seattle and Tacoma on April 1 will have more reason than usual this year to doubt their eyes when they see a parade of seventy colorful, daffodil decorated floats winding through the streets of Tacoma, Puyallup and Sumner.

The parade is the featured event of the annual Puyallup Valley Daffodil Festival, a unique celebration honoring the growing of eight million bulbs in the valley near the railroad tracks. This valley extends from Mount Rainier to Commencement Bay and is crossed through the towns as trains move between Seattle and Tacoma.

A rich agricultural section, it bursts into its greatest glory as nearly one thousand acres of daffodils bloom simultaneously. This annual blooming is the occasion for the festival and the flowers. Rare blooms are displayed in an unusual flower show, to be held March 31 through April 2, in the College of Puget Sound Field House in Tacoma.

In only twenty years, the daffodil industry has grown from a mere experiment to where it now furnishes a majority of the bulbs sold commercially in the United States. Bulb growers in the Puyallup and other nearby valleys have displaced (Continued on page 18)

Nine



The towering fluid catalytic "cat cracker" tower at Carter Oil Company's new Billings, Montana, refinery.

Montan

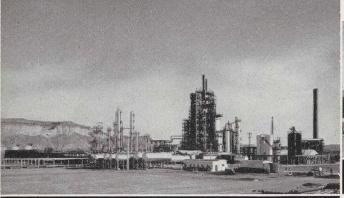
Giant petroleum refineries. (the thoroughly modern and efficient have been recently completed imaging producing companies at Billin heams.

Besides stimulating the derimination the fields in Montana anarem ming and converting that cruning petroleum products for indulsme, and transportation use not of mine Bi area but throughout the entine west, ployment is being provided founds of

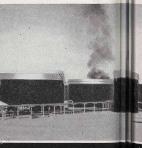
(Continued on page)



Loading rack facilities at the Carter plane 12 rail cars to be loaded simultum a



The Continental Oil Company's new refinery occupies a 118-acre tract in the southeast section of Billings.

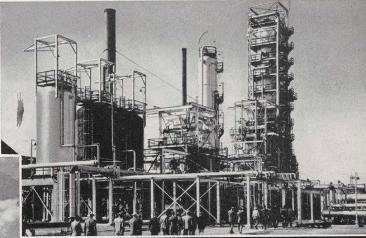


Continental's tank foliate store barrels cut band n

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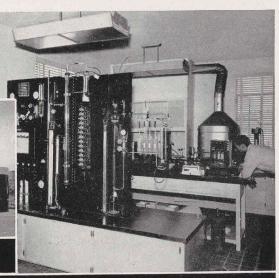
the for crude oil ontar orthern Wyothat to high grade for I home, farm se n the Billings the trthwest, emovide dreds of per-



Visitors at Carter's open house, toured the entire plant after hearing an explanation of its operation.



Carter thit 32 railroad tank uded #124.



al's this a storage capacity of 700,000 but see and refined oils.

Petroleum products are analyzed and tested for accuracy in Continental's new laboratory.

Railroad Hour



Musical Director Ken Burton.

The smooth direction of a top radio program is the product of intensive training in many arts. In the case of Ken Burton, who directs the Railroad Hour, and who must present for the ear only what was originally written for both sight and sound, it requires every bit of his extensive training and long experience in show business and radio.

Burton majored in music, harmony, composition and orchestration at the University of Pennsylvania, at the same time filling in his spare time as a member of the Mae Desmond Players, which gave him opportunities to play in dramas and comedies of the period. In addition, he completed a two-year course in composition and music at Julliard.

The fact that millions hear the Railroad Hour regularly and commend it highly is a tribute both to the type of entertainment performed by famous stars and to Burton's showmanship and skill as a director.

On the 77th Railroad Hour Program, Monday, March 20, Gordon MacRae, singing host and master of ceremonies, shares honors with Dorothy Kirsten in "Princess Pat" and "Sunny" with Dinah Shore on March 27.

Twelve

MONTANA REFINERIES

(Continued from page 11)

sons directly in the plants and immediately associated with them.

Industrial, educational and government leaders, Blackfeet Indians and company employees participated in impressive opening ceremonies to which the general public was invited.

The Carter Oil Company's new plant at Billings is a 20,000 barrel fluid catalytic refinery.

The Continental Oil Company's new installation is that firm's largest and northernmost refinery in the Rocky Mountain states, and has a daily crude oil capacity of 7,500 barrels. Both plants are equipped to produce a wide variety of petroleum products including high octane gasoline.

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Because crude from the Montana and Northern Wyoming fields is often high in sulphur and asphalt content, the refineries were especially designed to handle such crudes and, therefore, are unique in contrast to other refining plants that employ conventional processing methods.

The most massive pieces of equipment are the huge boilers and the towering "cat crackers". The processing function of the crude oil fractionation unit which is made up of a fractionator, regenerator, desulfurizer and vacuum distillation section, resembles in principle a kettle. Oil from the storage tanks passes through heating chambers in the furnace section before entering the tower. The different hydrocarbon compounds such as gasoline and naptha, each have a different boiling point and are separated out.

The reduced crude which has the lowest boiling point, passes on to a vacuum distillation unit where it is split into asphalt and gas-oil. The gas-oil travels to the catalytic cracking unit where high octane gasoline

(Continued on page 17)



Vain Fellow!

"I hear you got in a fight with your wife. How did it come out?"

"She came to me on her knees."

"What did she say?"

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"Get out from under that bed, you bum!"

Two Trends of Thought

Doting Mother: "Papa, Robert's teacher says he ought to have an encyclopedia."

Papa: "Let him walk to school like I did."

To Each His Own!

An Irishman and a Scotchman went into a hotel for refreshment and were asked to sign their names and nationality.

The Irishman signed: "Irish—and proud of it!"

The Scotchman signed: "Scotch—and fond of it."

Femme Fans

"What shall I say about the two peroxide blondes who made such a fuss at the game last night?" inquired the news reporter.

Editor: "Why, just say that the bleachers' went wild."

kNOwing father igNOres \$0n'\$ plea\$

Junior wrote home from college: "Dear Dad, Gue\$\$ what I need mo\$t? That'\$ right. Be\$t wi\$he\$. Tom."

Dad wrote back: "Dear Tom, NOthing ever happens here. Write us aNOther letter aNOn. NOw I'll say goodby. Dad."

You Too?

Discussing his tennis technique, a stout, amiable bald man panted:

"My brain immediately barks out a command to my body. 'Run forward speedily,' it says, 'Start right away! Slam the ball gracefully over the net, then walk slowly back!'"

"And then what happens?" he was asked.

"And then," replied the bald man, "my body says, "Who, me?""

No Stop and Go

Driving in a dense fog, a motorist followed the tail light ahead of him, free from worry. Suddenly the car ahead stopped and he crashed into the rear bumper.

"Hey," he shouted indignantly to the man ahead, "why don't you put out your hand when you're going to stop?"

"Why should I?" came the casual reply. "I'm in my own garage."

Thirteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN







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Passenger Club Elections

At its annual election of officers, the Philadelphia Passenger Association named Albert E. Rohmer, Great Northern Railway, president. Others elected were R. E. Dunn, PRR, first vice president; R. L. Roberts, MP, second vice president; A. G. Laurie, PRR, treasurer; G. D. Marshall, CN, secretary, and J. C. Dolan, NP, historian.

In Saint Louis, the following were named officers of the City Passenger Agents Association: Edward M. Tenholder, B&O, president; Paul R. Shaw, GN, vice president; Frank A. Hamer, PRR, secretary, and Edward J. May, Wabash, treasurer.

GN Passenger Train Changes

Great Northern will discontinue the operation of its passenger trains Nos. 161 and 162, between Garretson, S. D. and Yankton, S. D., on Sundays only, beginning March 11, 1950. The trains will continue to operate six days per week, Mondays through Saturdays.

Freight traffic produces more than 82 cents of every dollar of revenue the railroads take in.

Fourteen.

Newly elected officers of the Washington, D. C. Passenger Association, shown above are, left to right: Howard Clayton, PRR, 1st vice president; Edward Hase, ACL, president; Robert W. Bashor, NYC, past president; F. S. Lendey, C&NW, second vice president.

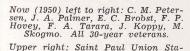
Named to head the New Orleans Passenger Club for 1950 are: Elden J. Weiskopf, CB&Q, president; W. J. Rainey, L&N, vice president, and F. Carvajal, IBM, secretary-treasurer. Members of the Advisory Board are: H. F. Ulmer, C&O; F. T. Haab, SF&SS; C. A. Mayronne, SFE; D. J. Burke, NYC, and J. A. Miller, IC.

Summer Rail Fares

Round trip excursion fares, dates of sale and limits, to Glacier Park, Belton and Kalispell, Montana, also to Yellowstone and Canadian Parks, for the 1950 season, will be the same as those in effect in 1949, with minor adjustments where necessary.

Oregon has 31 mountain peaks more than 6000 feet high, climaxed by Mt. Hood, 11,245 feet. Portland, Oregon's metropolis near its base along the Willamette river, has an elevation of 32 feet.





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Then (1927) left to right: F. P. Hovey, J. A. Palmer, F. H. Tarara, M. Skogmo, T. J. Anderson, E. C. Brobst, Ira Grady, E. J. Sawyer.

282 Years of Railroading

Following a fire which destroyed the old Union Depot in Saint Paul, Minnesota, in October, 1913, the present station, one of the largest in the country, was officially opened for business on March 1, 1920, exactly 30 years ago. The station is operated and maintained jointly by the eight railroads which provide passenger service to and from Saint Paul.

Of the 24 persons employed in the depot ticket office at the time of its opening, seven still remain in the employ of the Saint Paul Union Depot Company, five in the ticket

office and two in the accounting department. Together, their railroad service totals 282 years.

Still on the job in the ticket office are E. C. Brobst, depot ticket agent, with 50 years of service; F. A. Tarara, 49 years; F. P. Hovey, 43 years; M. Skogmo, 34 years and C. M. Petersen, 31 years. J. A. Palmer and J. Koppy, now in the accounting department, have 43 and 32 years of service respectively.

To mark the occasion of the 30th anniversary, the seven old timers held a celebration dinner.

Fifteen

HAWAHAN TOURS

(Continued from page 3)

giant tree fern groves and ancient lava flows; to Parker Ranch, one of the largest cattle ranches; a visit to Kona with its typical Hawaiian village life and coffee fields, and to Kalapana, known for its jet black volcanic sand beach.

Maui Island, second largest in the group, boasts of Haleakala, the world's largest extinct volcano where grows the rare Silver Sword and where the sunrise is beautiful beyond all description. On Maui are also Iao Valley, "Yosemite of Hawaii", with its strange needlelike volcanic formation, and Hana, a lovely secluded tropical garden spot.

Kauai, most ancient and fourth largest island, is called the "Garden Isle". Among its attractions are the Waimea Canyon, miniature "Grand Canyon of Hawaii"; Hanalei Valley with its patchwork of green rice fields; the Haena Caves, said once to be the abode of the Hawaiian fire goddess Pele, and the freakish Barking Sands of Mana.

On the Island of Molokai, one finds an abundance of luxuriant tropical vegetation and excellent hunting.

Although Hawaii has no definite seasons, being pleasantly mild the year 'round with an annual average temperature of 74 degrees, the spring months are a particularly delightful time to visit the Islands because of the many flowers in fullest bloom.

In April and May, the flowers put on a veritable carnival. In full bloom in public and private gardens and in the forests are exotic cattleya and butterfly orchids, while white and yellow ginger blossoms with their haunting fragrance line the scenic highways. Shower trees, yellow, white, pink and rainbow-hued, burst into bloom along the streets. Other flowering trees include the Jacaranda with its lavender flowers resembling

(Continued on page 17)

Faster Schedule for GN Duluth Trains

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The running time of Great Northern's afternoon passenger train, The Gopher, between St. Paul-Minneapolis-Superior-Duluth, has been reduced 15 minutes. These trains, Nos. 19 and 20, now operate on the following schedule:

		,			
No.	20				No. 19
4:30	PM	Lv.	St. Paul	Ar.	7:45 PM
5:00	PM	Lv.	Minneapolis	Ar.	7:15 PM
5:43	PM	Lv.	Cambridge	Lv.	6:31 PM
6:28	PM	Lv.	Sandstone	Lv.	5:48 PM
7:30	PM	Ar.	Superior	Lv.	4:45 PM
7:45	PM	Ar.	Duluth	Lv.	4:30 PM

Also announced is the discontinuance of dining cars on The Gophers necessitated by enormous losses in food service on this run. Sandwiches, candy, fruit, desserts, coffee, milk and cold drinks will be available to coach and parlor car passengers by Train Sales Service and parlor car attendants.

Bedrooms on GN Winnipeg Limited

A 10-section, 3-bedroom Pullman sleeping car, on Great Northern's Winnipeg Limited now provides double bedroom accommodations between St. Paul-Minneapolis and Winnipeg.

Pullman accommodations on the Winnipeg trains now consist of the 10-section 3-double-bedroom car, an 8-section 1-drawing room 2 compartment car and 8-section-restaurant-lounge car.

The St. Paul-Minneapolis-Grand Forks Pullman sleeping car operated on Great Northern trains 29 and 30, now consists of 10-sections 1-compartment and 1-drawing room.

Population of what is now the state of Oregon grew from approximately 10,000 in territorial days a century ago to an estimated one million, five hundred thousand today.

HAWAIIAN TOURS

(Continued from page 16)

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lilacs, African tulips with the flambouyant orange-red blossoms, the wiliwile with its deep red blossoms shaped like tiger claws, the bombax with its delicate pink blossoms that resemble powder puffs, the bigonia or "sunshine tree" with its yellow flowers spectacular against the blue sky, and the flame colored poinciana. Yellow day lilies, plumeria (frangapani or temple flowers) and hibiscus grow wild everywhere and are also in profusion during the spring months. Spring is also the season for gardenias which are plentiful and inexpensive in island flower shops.

Any month is a good month for visiting Hawaii, but nature does put on her gayest show in the spring.

Easterners and Mid-Westerners who plan to vacation in the Hawaiian Islands may travel one way to or from the Port of San Francisco, at no extra rail fare, over the route of the Great Northern Railway through the magnificent Pacific Northwest, on the streamlined Empire Builder or the diesel-powered Oriental Limited to Portland, Oregon, thence on Southern Pacific's new Shasta Daylight to San Francisco.

MONTANA REFINERIES

(Continued from page 12)

is obtained. Catalytic cracking is accomplished through the use of a powder placed in the cracking unit, and which though unaffected itself, stimulates the breaking down of the various hydrocarbons.

Control of the "cat cracker" enables it to produce light fractions for quicker starting winter gasoline and heavier fractions that tend to prevent vapor lock in the summer.

Hundreds of tank carloads of petroleum products are shipped daily by rail from Billings, almost entirely for distribution in the Northwest.



General George C. Marshall, American Red Cross president, has announced \$67,000,000 as the fund campaign objective for 1950. Campaign dates are March 1 through 31.

Largest budget item is \$32,377,800 for services to the armed forces, and to veterans at Military installations, VA offices, and VA and military hospitals in this country and abroad.

Health services account for another \$16,039,700.

Disaster preparedness and relief programs will cost the organization \$5,054,500, and an additional \$7,000,000 has been set aside as a reserve in the event of major catastrophes.

Volunteer activities, Junior Red Cross, International Activities and other services are budgeted in the amount of \$13,259,500.

For the year 1950, Red Cross services are fully as indispensable as ever, they are the best reason why every American should give as much as he can, through the American Red Cross in March.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Buy Easter Seals



It takes money, and lots of it, for education, research and direct services to rehabilitate the handicapped in health, welfare, education, recreation and employment.

The National Society for Crippled Children and Adults, sponsors of the Easter Seal Sale, derives its principal means of income through direct mail solicitation. Its services to the handicapped are not made possible through large individual gifts. Modest donations from millions of persons provide the bulk of financial support.

Celebrate Easter by helping some youngster throw away his crutches and get a fresh start, or to give some handicapped child the proper medical care and special training he needs to grow up to be a useful happy citizen.

The 1950 Easter Sale Campaign begins March 9 and continues until April 9. Buy Easter Seals through your local or state society For Crippled Children and Adults.

Eighteen

Correction

The article "New Streamliners for GN", published in the February number of The Goat, contained the statement that when the new streamlined "The Red River" is placed in operation between Grand Forks, Minneapolis and Saint Paul it will replace the present overnight "The Red River Limited."

This statement was in error and should have read that when the new "The Red River" streamliner begins operation the name "The Red River Limited" will be discontinued for Great Northern trains 29 and 30.

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Trains 29 and 30 will continue to provide overnight service between Saint Paul-Minneapolis, St. Cloud, Alexandria, Fergus Falls, Crookston and Grand Forks.

DAFFODIL FETE

(Continued from page 9)

Dutch importers in the forefront of the industry.

The festival annually attracts more than 100,000 visitors. The parade begins in Tacoma in the morning, speeds up on country roads and goes through Puyallup and Sumner in the afternoon. A local high school queen is selected to reign over the festivities.

The Chambers of Commerce of Tacoma, Sumner and Puyallup, together with literally thousands of persons, including members of garden clubs, cooperate in financing the festival, assisting in creating floral displays and building floats.

Glanings The sixth annual National Sunday

The sixth annual National Sunday School Week will be observed throughout the nation April 10-16, 1950.

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Northern Navigation Company announces its withdrawal from passenger service on the Great Lakes in 1950.

W. R. Dale, retired Great Northern foreign freight agent, Seattle, Washington, passed away on February 10, in Long Beach, California.

Spokane, Washington, will present its annual Lilac Festival, May 8 through May 14.

Canada Steamship Lines announce the discontinuance of passenger service heretofore operated during summer months on Lake Ontario and St. Lawrence River between Toronto and Montreal, including stops at intermediate ports of call. Passenger service, similar to that previously in effect, will continue across Lake Ontario between Toronto and Queenston, and between Montreal-Quebec and Saguenay River ports.

Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1950, are: Tosig Amerigian, laborer, Whitefish, Mont.; Charles F. Bartelheim, auditor freight receipts, St. Paul, Minn.; John C. Boettcher, agent, Bynum, Mont.; Oscar W. Engdahl, engineer, Minot, N. D.; Herbert L. Johnson, brakeman, Sioux City, Iowa; John Keefe, towerman, St. Paul, Minn.; Charles E. Miller, engineer, Minneapolis, Minn.; John A. Roberts, boilermaker, Bellingham, Wash.; Olav Skaar, car inspector, Great Falls, Mont.; DeWitt C. Sours, relief agent, Minneapolis, Minn.; Carl A. Trulson, engineer, East Grand Forks, Minn.; Edwin Weisenflue, chief clerk, Seattle, Wash.

Members reported pensioned during February, 1950, are: Sylvester J. Bowers, asst. supt., Telegraph, Spokane, Wash.; Genevieve Collins, stenographer, Right of Way Department, St. Paul, Minn.; Frank J. Hackett, clerk, St. Paul, Minn.; Edward Hughes, machinist, Havre, Mont.; William H. LaSalle, conductor, Duluth, Minn.; George R. Moshier, signal maintainer, Bellingham, Wash.; Frank J. O'Connor, brakeman, Superior, Wis.; John L. Pisek, upholsterer, St. Paul, Minn.: Clarence H. Roper, porter, St. Paul, Minn.; Charles E. Walbridge, agentoperator, Russell, Minn.

Nineteen



2 Great Trains

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

> Streamlined EMPIRE BUILDER

Diesel-Powered ORIENTAL LIMITED

Treat Yourself Right When You Travel!

GO GREAT NORTHERN

Your appetite also will enjoy the trip when you go Great Northern! Stroll into the restful dining car and order from a wide variety of Great Northern's famous food.

More and more people are discovering that good meals, restful sleep and inviting surroundings make every Great Northern trip a memorable pleasure trip. Treat yourself right when you travel! Go Great Northern!



GREAT NORTHERN

P. S. Your Freight goes GREAT when it goes

GREAT NORTHERN

The Great Morthern GOAT

APRIL 1950





Many Glacier Hotel, largest in the Park, lies in the center of this vast mountain wonderland.

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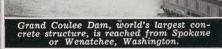
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Seattle, Washington, gateway to Alaska and nearest American port to the Orient.



Fishing for trout in Reflection Lake, Mt. Rainier National Park. Photo by J. Scaylea.



Looking down from the heights into the beautiful Columbia River Gorge. Photo by Atkeson.



Vancouver, B. C., Canada's gateway to Alaska, has one of the finest harbors in the world.



"English" Victoria, west-most city on the Pacific Coast, is the capital of British Columbia.

America's Most Colorful Mountain Playground

Interest in Glacier National Park in Montana and the Pacific Northwest is at an all-time high.

Ideally situated in the Montana Rockies on the main transcontinental line of the Great Northern Railway, Glacier National Park is the ideal starting point for vacationers who plan to visit other areas in the Western United States and Canada, the Canadian Rockies, the Dude Ranch country of the Northwest, the evergreen Pacific Northwest, Alaska and California.

The complete facilities of America's second largest and most spectacular National Park will be in full operation from June 15 through September 15, with the diesel-powered Oriental Limited stopping daily, during that period, at Glacier Park station, eastern rail entrance, and at Belton, Montana, western rail entrance.

Glacier National Park, together with Canada's Waterton Lakes National Park which adjoins it on the North, features four splendid hotels offering every comfort and convenience. For those who may prefer their comfort with a more rustic touch, three picturesque mountain chalets offer just that.

Within the Park's 1,500 square miles of mountain wonderland are huge living glaciers, snow-covered soaring mountain peaks, hundreds of jade-green glacier-fed lakes, countless rushing streams and lacy waterfalls, and cool green valleys. There are over 1,000 miles of safe and wellmarked foot and saddle trails, and many of the modern highways are engineering miracles. The cool, pollen-free air is a boon to hay fever sufferers.

Vacationers may plan any length

of stay in Glacier Park with no lack of activity. Besides sightseeing in comfortable panorama view motor coaches there is fishing (no license required within the Park), boating, hiking, trail riding, swimming, dancing, mountain climbing, and golfing on two fine courses.

For those who for one reason or another must limit their stays, regular economical all-expense stopover tours of one to five days duration are available. Included in the low cost is transportation within the Park, sightseeing, launch rides, lodging and excellent meals. For those traveling westward, tours begin at Glacier Park station and terminate at Belton, Montana. For those who are eastbound, tours start at Belton, ending at Glacier Park station.

Westward from Glacier National Park are a variety of vacation areas and scenic attractions enroute to and the Pacific Northwest. ranches in Montana, Washington and British Columbia; Lake Pend Oreille and Coeur d'Alene Lake in Idaho; Spokane and the Inland Empire; Grand Coulee Dam, Wenatchee, Apple Capital of the World, Ohme's magic mountain gardens, Lake Chelan, Everett, Seattle and Olympic National Park, Tacoma and Mount Rainier; Bellingham and Mount Baker, the San Juan Islands, all in Washington; Vancouver, Victoria and the famous Butchart's Gardens in British Columbia; Portland, Mount Hood, Timberline Lodge, Bonneville Dam, Columbia River Gorge in Oregon, to name just a few.

For those going to California, Great Northern's Oriental Limited connects in Portland with Southern Pacific's streamliner "Shasta Daylight" to San Francisco.

Three

The Great Northern

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.

April, 1950

IVAN A. COPPE, Editor

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

The Goat's Cover



HAPPY EASTER

"Let not your heart be troubled. neither let it be afraid."

> Photo by Walt Dyke.

No. 4

in your own kitchen, what do you see? Do you see iron ore, coal, limestone, steel? Do you see sand and chemicals, or plastic and enamel? Probably not, but they are all there. just the same, for all these materials and many more went into the production of your stove. Farms and forests, mines and mills all play a part before the kitchen stove, refrigerator or washing machine finds its way into your home. And the tremendous job of fusing all these

elements into one attractive household appliance depends not only on manufacture but also largely upon

the nation's most versatile form of transportation, the railroads.

Your Railroads

Whenever you look at the stove

The stove manufacturer may draw upon coal from mines of a score of widely-scattered states, steel from mills in a dozen cities, plastics from one place, enamels from another. But wherever he goes for his materials he will find railroads ready to provide him with the complete economical, year-round transportation service he needs to maintain steady production, transportation not merely of the finished product but the equally essential transportation of raw materials and parts without which modern manufacturing would be impossible.

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Manufacturing and transportation go hand-in-hand. Each works for and with the other. And the more freight that is shipped by rail, the better able will the railroads be to handle your business, and to meet the nation's needs in commerce and defense. That's another reason why it's GOOD business to DO business with the railroads.

Four

VOL. 20



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Western dancers in costume, form a big part of the Spokane Lilac Festival. Photos by Batchelor-Plath, Inc.



Guard that lilac! If spring is late and lilacs are rare, the show goes on.

Upper left: A queen candidate tries on the tiara donated by the Spokane Jewelers Association.

Spokane Lilac Days

"Our Northwest Heritage" will be the theme of Spokane, Washington's 1950 Lilac Festival Parade, one of the high spots of the city's annual Lilac Festival, to be held May 8 through 14. All phases of life in the Pacific Northwest, ranging from the early pioneer days to the unlimited future, will be depicted and the floats will be decorated accordingly.

The annual celebration is a bustling week, unique in that it is entirely self-supporting, and that the usually hard-solicited merchants have never been asked for donations, and in that the cause for all festivity is a non-commercial flower. Have you ever tried to buy a lilac?

The 1949 parade was witnessed by an estimated 175,000 persons, and this year's bigger and more elaborate spectacle should draw considerably more than that impressive number.

Something of interest will be in progress all through the busy week, not only for the residents of Spokane, but for the folks who come to the city for entertainment, enjoyment of beauty and downright fun. (Continued on page 6)

Fine

GN Traffic Changes







Lally

Nikolai

Sims

Retirement of George R. Lally, Great Northern's general agent at Oakland, California, is announced by George F. Hardy, general freight traffic manager, Saint Paul.

Mr. Lally joined Great Northern in 1901 as a messenger boy at Minneapolis. He successively became a clerk, stenographer, assistant rate clerk, traveling freight agent, ticket agent at Spokane, Washington, traveling freight agent at Spokane, traveling freight agent at Seattle, and general agent at Sacramento, California. He was named general agent at Oakland, in 1937.

Succeeding Mr. Lally at Oakland is A. F. Nikolai, former traveling freight agent at Kansas City, Missouri. Mr. Nikolai began his service with Great Northern in 1918 as a stenographer at Willmar, Minnesota, serving in various capacities, including that of secretary to the vice president and director of traffic. He was appointed traveling freight agent at Kansas City in 1941.

Ambrose T. Sims has been named general agent at Great Northern's New York City freight traffic offices. Sims, who entered railroad work with the DL&W in 1924, came to the Great Northern in 1926 as a stenographer, and was made chief clerk in 1937. He became commercial agent in 1945.

LILAC FESTIVAL

(Continued from page 5)

Kids, too get a real break, as many of the events are planned just for them.

The Spokane professional baseball club opens its season during the gala week, midget autos will be thundering around a paved track, and local theatres are planning to their gaudiest showings. screen Hunters and fishermen will attend the Shrine Sportsmen's Show en masse to view displays of equipment, wildlife and the live fish which will be on exhibition, while young people in the surrounding area will be grooming Bossie for the annual Junior Livestock Show which presents the world's finest beef on the hoof. At popular Natatorioum Park, name bands will play nightly.

For those flower lovers who travel many miles to see choice blooms, the Civic Building will be filled with breath-taking displays of gorgeous white, purple and lavender blooms.

Railroad Hour

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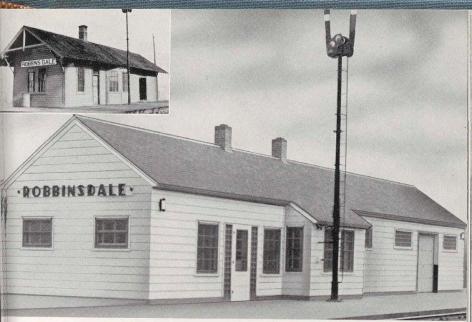
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Accompanied by Carmen Dragon's orchestra and a mixed chorus directed by Norman Luboff, Nadine Conner will join the Railroad Hour's brilliant young baritone Gordon MacRae in the presentation of "Naughty Marietta" over NBC on Monday, April 10.

Scheduled for Monday, April 17, is "Madame Sherry" with Marion Bell. Nadine Conner is scheduled for the feminine lead on Monday, April 24, in "Prince of Pilsen". On May 1, Dinah Shore is scheduled to be guest star in "Sally" and on May 8, "Robin Hood" with Dorothy Kirsten, will be presented.



Robbinsdale, Minnesota stations, old and new.

GN Modernizes Stations

The Great Northern Railway has recently replaced its combination freight and passenger depot at Robbinsdale, Minnesota, just outside of Minneapolis, with a completely modern and attractive new station building.

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In planning the modernization of the station, which was built some 60 years ago, it was found that the frame was substantially as sound as the day it was constructed. It was, therefore decided to utilize the original frame in the construction of a new building. The saving so effected, is estimated at about 20 per cent.

After the old siding had been stripped off, the frame was raised, and enough of the bottom of the studdings cut off to provide for an interior ceiling height of 10 feet. The

original spaced roof boards were also removed and replaced tight to accommodate new asphalt shingles. Wide eaves were cut back, effecting a substantial saving on lumber.

With the frame raised, new concrete foundations were installed underneath and the frame was lowered. Concrete floors were poured, and the frame was sheathed, covered with wide cedar siding and insulated. Horizontal type windows were hung and an overhead type door used between the express and freight room and the platform.

Interior floors in the waiting room and office are surfaced with patterned asphalt tile, while walls and ceilings utilize acoustic materials. New plumbing fixtures were in-

(Continued on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Elections



Portland Officers, left to right, back row: Stickley, Livingston, Swainson, Inhofer, Fallas. Front row: Mosher, Holstrom, Southworth, Luse.

The Portland, Oregon Passenger Association, at its recent annual meeting, elected J. E. Southworth, UP, president for 1950.

Other officers chosen were L. Holstrom, NP, vice president; E. W. Mosher, PRR, secretary-treasurer. Directors are Lee Luse, SP; A. C. Stickley, NP; C. I. Livingston, SP&S; C. V. Swainson, C&NW; R. Inhofer, GN, and N. P. Fallas, UP.

The Baltimore, Maryland, Passenger Association, at its annual banquet, named the following as officers for the year 1950: J. W. Alcott, Capital Airlines, president; S. W. Deal, Moore-McCormack Lines, 1st vice president; W. E. Greeley, Monumental Motor Tours, 2nd vice president, C. A. Hopwood, B&O, secretary, and J. W. Smith, Eastern Airlines, treasurer. The Executive Board includes H. E. Schemm, Sou. Ry.; L. A. Berry, TWA; R. L. Hardesty, PRR; W. C. Rogers, B&O; J. L. Anderson, SF; L. C. Bass, B&O, and T. A. Baxter, MP.

American railroads in the past 30 years have earned a return of 6 per cent in only one year, 1942, and in 13 of those years the rate has been less than 3 per cent.

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GN STATIONS

(Continued from page 7)

stalled, and oil-burning heaters with forced air units supply heat.

The new building was painted white, which contrasts pleasingly with the green shingles and trim, and the green porcelain enamel station signs, mounted on each end of the building.

New platforms are of concrete, which requires a minimum amount of maintenance.

Seattle-Vancouver Summer Sailings

The Princess Marguerite and Princess Patricia, CPR's two new ships, have resumed regular Seattle-Victoria sailings.

The two ships operate on alternating daily schedules to Seattle and Victoria, leaving Vancouver at 10:30 am., PST, stopping in Victoria from 2:45 to 4:30 pm., and arriving Seattle at 8:30 pm.

On the return trip the boats will leave Seattle at 8:00 am., stopping in Victoria from 11:50 am to 1:10 pm., arriving in Vancouver at 5:25 pm.

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The following schedules are now in effect and will continue through October 15, 1950.

Lv. Seattle 8:00 a.m. Ar. Victoria 11:50 a.m. Lv. Victoria 1:10 p.m. Ar. Vancouver 5:25 p.m.

	RETURNING		
Lv.	Vaucouver	10:30	a.m.
Ar.	Victoria	2.45	p.m.
T.V.	Victoria	4:30	p.m.
Ar.	Seattle	8.30	p.m.

The annual spring flower show at the Duncan Gardens, Manito Park, Spokane, is now attracting great numbers of visitors from all over the Inland Empire.

Eight



Washington Apple Blossom Festival

The thirty-first Annual Washington State Apple Blossom Festival, a salute to the Evergreen State's one hundred million dollar apple industry, will be held May 4 through 6 at Wenatchee.

Originated in 1920 through the suggestion of Mrs. E. Wagner, a Wenatchee resident who was born in New Zealand, the one-day celebration was assumed the following year by the Wenatchee Chamber of Commerce, which added parades and other features. Pacific Northwest communities were invited to participate, and today, the Festival attracts 100,000 people from a wide area.

In 1921, when the Wenatchee Chamber took over the celebration,

the precedent of selecting a queen from among the senior class girls of Wenatchee High School was also established. Named as queen to reign over the 1950 celebration is petite Marylyle Cunningham, a 5-foot, 3inch brunette, who was chosen amid the usual flowers, tears and smiles of the annual contest.

Attending Her Majesty will be Princess Drucilla Brennan, daughter of Thomas J. Brennan, Great Northern's Division Trainmaster at Wenatchee and Mrs. Brennan, and Princess Joanne Brown, daughter of Mr. Lehm Brown, manager of the Wells and Wade Fruit Company, Wenatchee, and Mrs. Brown.

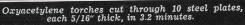
Nine

After being clamped into perfect alignment, center sill sections are welded automatically.

Building

WITH AUTOMOTIVE TYPE ASES LY C

Great Northern recently copled cons 2,000 new steel boxcars in the aid by's sherior, Wisconsin, and Saint (laddlinnes total, 1,500 were built for serie colle Green, with the balance going bhospokan (Continued on peer)



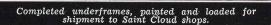


Body bolster sections, positioned in the jig, are tack-welded by hand.



Combination weld backing copper bar frame being inserted into bolster section.





centle pleted construction of cars it iailway's shops at Sud Sakud, Minnesota. Of the lt force on the Great Norther got the Spokane, Portland utinuerage 12)

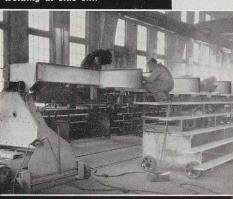
E TYEISEMBLY OPERATION



Underframe rotated to 90-degree position for downhand welding at side sill.



Automatic welding of body bolster section by the submerged arc process.



Jig with underframe in upside down position so that bottom welding is downhand.

Travelers' Aid



Recently installed Westinghouse escalator at King Street Station. Seattle Times

During the last two years, new plant facilities amounting to \$2,000,000 in construction costs have been added to the King Street Station at Seattle, Washington, western terminus for the streamlined Empire Builder, the diesel-powered Oriental Limited and other Great Northern trains.

The additions include a gas bottling plant, a fully automatic steam plant, coach servicing and store facilities, car repair shed, service pits, and the most recent, a new Westinghouse escalator to ease the path of travelers to and from the station waiting room.

The King Street Station was first opened to train traffic on May 10, 1906. It employs 450 persons, handles from 3500 to 6000 railroad cars a month and can store 150 cars on its tracks.

BUILDING BOX CARS

(Continued from page 11)

& Seattle Railway, a Great Northern subsidiary. The new cars each have a rated capacity of 128,000 pounds and weigh 41,000 pounds.

The steel underframes were made in relatively limited shop space area. Special shop-made jigs were utilized, and unusual procedures followed in three separate, yet well integrated groups, of operations: fabrication and assembly of center sills; fabrication and assembly of bolsters, cross bearers and cross ties; final assembly of complete underframes.

In the first operation, center sill flanges and webs were punched and the sill sections welded together by the automatic submerged arc process. The jig in this instance was made up of 24 air-operated clamps. Sills were then checked for length and cut off if necessary. The inside of the center weld was rechecked to insure that there would be no interference when end castings were applied. Then castings and tie plates, held in a revolving jig, were welded into place, all welding being done downhand. Finally, draft gear, coupler and centering devices were installed, and the unit was moved to the yard and stored to await final assembly of complete underframe.

Fabrication and sub-assembly of bolsters, cross bearers and cross ties then proceeded. Plate, 5/16" thick, stacked 10 high, was cut by torch for the web sections and punched. Cover plates were cut for length and punched, then formed to shape. Body bolsters were assembled in another specialized jig, two of which were used, so that while sections were being placed in one, the other could be tack welded. Toggle clamps, locking sleeves and other

(Continued on page 14)

Twelve

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center sill nched and gether by arc protance was ed clamps. for length The inside rechecked ald be no tings were tie plates, ere welded eing done aft gear, vices were as moved to await te under-

sembly of cross ties /16" thick, by torch punched length and to shape. embled in o of which e sections the other. Toggle and other

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All Vacuum Centers

A tourist entered a village store and asked "Whaddya got in the shape of automobile tires?"

Replied the shopkeeper, "In the shape of automobile tires—well, we've got funeral wreaths, life preservers, invalid cushions and doughnuts."

Reverse Motion

The railway superintendent always made a point of insisting that stationmasters send in a full report at once of any accident, however small. One morning he received the following urgent message: "Man fell from platform in front of moving train. Will send further details later."

After waiting for what seemed an age, the superintendent received the second message: "Everything O.K. Nobody injured. Engine was going backwards."

Next!

The little boy was in church for the first time. When the choir, all in white surplices, entered, he whispered hoarsely, "Oh, see, Daddy, they're all going to get their hair cut!"

Quiet Please!

Lady: "Why don't you 'shoo' these flies?"

Tired Waitress: "It's quieter to let them run around barefooted."

Mark of Distinction

He could neither read nor write, but when a distant relation died and left him a small fortune he started to make a splash. He acquired a check book, but instead of signing his name on checks he put two crosses, and the bank paid.

Then one day he handed the cashier a check signed with three crosses.

"What's this?" demanded the cash

"What's this?" demanded the cashier. "You've put three crosses here."
"I know," was the reply, "but my

"I know," was the reply, "but my wife's got social ambitions. She says I must have a middle name."

Flat Feet

Driving up to the house to deliver the family's seventh baby, the doctor almost ran over a duck.

"Is that your duck out front?"

asked the M. D.

"It's ours, but it ain't no duck. It's
a stork with his legs worn down."

Habit

Secretary: "The doctor's here, sir!"

Absent-minded business man: "I can't see him. Tell him I'm sick."

'Round and 'Round

As he watched a revolving door, an inebriated gent saw a man walk in. As the door swung around a pretty girl stepped out. "Darned good trick," he muttered, "but I still don't see how that guy changed his clothes so fast."

Thirteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Hawaiian Cruises



The 28-passenger "Dreamcraft" plies
Pearl Harbor waters.

Visitors to the Hawaiian Islands (United States citizens only) are now permitted to extend their sightseeing to Pearl Harbor waters.

The "Dreamcraft", a luxury-type, 28-passenger, twin screw, diesel-powered yacht, offers such a service and at a cost of only \$5.00, plus tax, per person. The vessel leaves from picturesque Ala Loana Yacht Harbor at Waikiki, Park Side Honolulu, Island of Oahu, cruises along leeward Oahu past Aloha Tower, Honolulu Harbor, Sand Island, Hickam Field, and through Pearl Harbor's "battleship row" where the wrecks of the battleships Utah and Arizona still lie, topsides awash.

There is no other trip comparable to this cruise into Pearl Harbor, from which can be seen Kamehameha Pali, Punchbowl, Diamond Head, Tripler General Hospital, Waialae Mountain Range, Mount Lova, Red Hill, and the verdant valleys and the majestic heights of the Island of Oahu.

Detailed information can be obtained by writing to Mr. J. C. Hardy, owner of the "Dreamcraft", PO Box 2395, Honolulu, Territory of Hawaii, or from Great Northern travel agents.

Fourteen

BUILDING BOX CARS

(Continued from page 12)

devices helped make the operation efficient, economical and comparatively simple.

After tack welding, the section was hoisted to a positioning jig and automatically welded by a submerged arc welder. As before, the work, mounted in a jig, could be rotated so all welding was downhand. Cross members and cross ties were assembled in a similar manner, but in this case, hand welding was employed.

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Final assembly of the underframe unit was carried out on one track. A jig, one of seven, was moved to the stock pile where various members were clamped into place. All welds on the top of the underframe were made by hand. Then bolster cover plates and various brackets were applied and welded. The frame and jigs were raised and supported on movable stands, so that the frame could be rotated for all bottom and side welding. These welds completed, the frame was taken outside the shop, where final inspection was made and any necessary touch-up welding taken care of.

After being loaded five completed underframes to a flatcar, the frames were spray-primed and shipped to the Saint Cloud, Minnesota, shops where the remainder of the construction and assembly was accomplished.

The May number of the Goat will cover the box car building operations at Great Northern's Saint Cloud Shops.

For the fourth successive year Kamloops rainbow trout from north Idaho's big Lake Pend Oreille have carried away top honors in the national fishing contest sponsored by Field & Stream magazine.



Observation section of new streamlined sleeping-buffetobservation cars.

Streamlined Equipment For S. P. & S. Trains

New streamlined deluxe reclining seat coaches are now in service on all main line Spokane, Portland & Seattle Railway trains between Portland, Pasco and Spokane.

SP&S trains 1 and 2, the Empire Builder, between Portland and Spokane, now include new stream-lined sleeping-buffet-observation cars. These cars provide 6-roomettes, 3-double bedrooms, buffet service and individual seats for 25 passengers in the observation section of the cars.

Additional new streamlined equipment consisting of a dormitory-baggage-express-mail and dining cars will be placed in service on the

Empire Builder between Portland and Spokane in the very near future.

Portland sleeping cars are ready for occupancy at Spokane 10 p.m.

The Spokane, Portland & Seattle Railway is a subsidiary of Great Northern. The Spokane-Portland sections of Great Northern's Empire Builder and Oriental Limited operate over the SP&S Railway.

Portland Rose Festival

Portland, Oregon, will become the mythical realm of Rosaria during the week June 7 to 11, when the 42nd annual rose festival is held. The festival will also feature the 62nd annual rose show.

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New York Water Tours



Circle Line "Sightseer"

Visitors to New York City may enjoy 3-hour sightseeing cruises around the Island of Manhattan as offered by Circle Line Sightseeing Yacht, Inc.

The firm operates a fleet of five gleaming white sightseeing yachts from the Hudson River Pier at the foot of West 42nd Street, giving visitors a completely different perspective of the "Big Town", including close-ups of the teeming harbor, famed transatlantic liners, the always impressive skyline, world-renown bridges and other educational sights.

Sailings are scheduled at 10:30 AM and 2:30 PM daily from April 8 through October 29, with evening cruises at 6:00 PM from May 27 through September 4. Additional sailings during June, July, August, September and October. Charter yachts are also available to groups for daylight or moonlight cruises and excursions on New York Harbor, the Hudson River and other adjacent waters.

Detailed information can be obtained from Circle Line Sightseeing Yachts, Inc., 30 Rockefeller Plaza, New York 20, N. Y., or from any Great Northern travel agent.

Sixteen

Spring in Southern California

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April is the second month of the Spring Season in the dry subtropical climate of Southern California. The countryside is covered with wild-flowers, and orange blossoms scent the air. Throughout the area special events full of interest for visitors, including pageants, festivals for ripening crops, flower shows, tennis tournaments, fishing derbies, etc., are staged.

The largest wistaria vine in the world, a 40,000 square foot giant at the foothill community of Sierra Madre, near Pasadena, will be laden during April with one million lacy lavender blossoms, one of its most luxuriant shows of blooms in all its 58 year history.

Planted from a gallon bucket in 1892, the vine flourished most remarkably, and became eventually, the center of the Annual Wistaria Festival. Sierra Madre is a town of painters, artists and musicians, and almost all of the gardens have smaller wistaria vines among the flowers, complementing the giant vine.

The fields of the warm, fabulously fertile Imperial Valley are orange with the harvest of carrots which have ripened during the winter months, and the town of Holtville stages a "Bugs Bunny" celebration April 14-16 to emphasize its position as "Carrot Capital of the World".

At Palm Springs, famed desert resort, although far removed from lakes or the ocean, a popular sport is "yachting" but with an unusual twist. Visitors board four-wheeled metal sailors and race over pastel sands in the warm, dry desert. The "boats" have 30-foot masts and more than 100 square feet of canvas, and are capable of speeds exceeding 50 miles per hour.

GN Jasper Park Service

Through Pullman sleeping car service will be provided on Great Northern trains 7 and 8, The Winnipeg Limited, between St. Paul-Minneapolis and Jasper Park-Vancouver, B. C., during the 1950 summer vacation season.

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Sleeping cars will contain 6 compartments and 3-drawing rooms. The first car is scheduled to leave St. Paul-Minneapolis on June 23 and the last car on September 1. The first car will leave Vancouver, B. C. on June 26, and the last car on September 4.

Connections will be made at Winnipeg with Canadian National trains 3 and 2 on the following schedule:

GN 7	GN 8
8:00 PM Lv. St. Paul	Ar. 8:00 AM
8:30 PM Lv. Minneapolis	Ar. 7:25 AM
8:00 AM Ar. Winnipeg	Lv. 7:30 PM
CN 3	CN 2
9:50 AM Lv. Winnipeg	Ar. 6:10 PM
1:00 PM Ar. Jasper	Lv. 2:35 PM
(MT)	(MT)
12:30 PM Lv. Jasper	Ar. 1:05 PM
(MT)	(PT)
7:45 AM Ar. Vancouver, BC	Lv. 7:30 PM

By Train at Night

I like to ride the train at night . . Whatever style or class . . . And look outside and see the towns . . . And cities that I pass . . . And watch the lights that blink and nod . . . As though to say hello . . . And wish me all the best of luck . . . Wherever I may go . . . A ride upon the train at night . . . Is happy as can be . . . With food for every appetite . . . And pleasant company . . . And when at last I go to sleep . . . My slumber is secure . . . And there is no discomfort or . . . Misgiving to endure . . . I may be late or early in . . . The morning dark or fair . . . But when the porter calls my stop . . . I know that I am there.

Reprinted from the column "Portraits", by James J. Metcalfe, which appears daily in the Post Gazette, Pittsburgh, Pa.

Perfect Shipping Month



Teamwork Will Do It!

The objective of the Annual April Perfect Shipping Campaign, sponsored by the National Association of Shipper Advisory Boards and the 13 Regional Boards, is to "Make Shipments Safe for Transportation and Transportation Safe for Shipping". The campaign is continued unabated throughout the year by the 25,000 shippers who belong to these boards. Cooperating are all the agencies of transportation.

The Advisory Boards earnestly solicit the cooperation of every shipper, receiver and carrier in a continuing effort to reduce loss and damage in transport.

Railroads constitute the only 100 per cent common carrier in the transport system, being required to carry whatever traffic is offered and prohibited from refusing business because they regard it as undesirable or unprofitable.

Seventeen



Where cancer will strike no one can say. The man in the next block? Your next door neighbor? Your own home?

The American Cancer Society's 1950 Cancer Crusade is a nation-wide drive for \$14,656,000 to bring hope to those living under the shadow of this cruel disease. Hope through research to uncover the cause and cure. Hope through a program to teach the symptoms and need for prompt treatment. Hope through service for those already stricken.

Spring flowers in the valleys and by the sea spread colorful welcomes for early season visitors in Oregon, where many hues are in blossom throughout the summer and into autumn.

Along the coast the misty-blue lilac keeps company with glistening dogwood heralding the approach of rhododendron and azalea time, with their blossoms of unusual floral appeal.

Eighteen

Success

Once upon a time a man walked into a bank and deposited \$250,000—cash. The teller, an ambitious, serious-minded lad who had come up from night window washer, was bugeyed. New at his job, he was properly impressed at this tremendous evidence of financial success. And, since the noon rush hour hadn't begun, he asked the wealthy stranger what advice he might offer to a young man eager to get ahead, to climb the steps to fame, etc., etc., etc.

The stranger said he'd be glad to tell how his money came to be, saying that it might prove inspiring to the young teller. Seems that just a year before he had lost everything —was, in fact, down to one dime in assets. He needed a pair of shoe laces, so handed the girl at Woolworth's his last sou for a pair. She gave him two pairs, which he took unconsciously, then ambled out to the sidewalk, idly fingering the extra pair.

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Just then a chap came along, took the shoe laces, and handed over a dime. Seeing possibilities here, the seller naturally returned to the clerk for two more pairs with the newly earned money. These he sold for 20c, bought 4 more, sold them for 40c, and so on. This kept up for nearly a year, the stranger said, for a total volume of \$900.00. "And then," said the successful man to the teller, "just a week ago my Uncle Charley died and left me a quarter of a million bucks."

Reprinted from "Reflections", published by the E. F. Schmidt Company, Milwaukee, Wisconsin.

Diesel locomotives in 1949 handled 35 per cent of the freight traffic, measured in gross ton-miles, and almost 50 per cent of the total passenger-train car-miles.

Glanings Members of the Veterans' Association of the Great Northern Bailway

Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1950, are: Edwin F. Anderson, engineer, Portland, Ore.; William R. Dale, export and import agent, Long Beach, Calif.; Willis F. Greely, switch foreman, Superior, Wis.; Chester R. Yale, assistant roundhouse foreman, Havre, Mont.

etc., etc

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Members reported pensioned during March, 1950, are: Jefferson C. Banks, agent, Conrad, Mont.; Frank G. Barry, conductor, Willmar, Minn.; William F. Carter, engineer, Klamath Falls, Ore.; Earl F. Emerson, engineer, Minneapolis, Minn.; Harvey Jeffrey, car foreman, Grand Forks, N. D.; Gustave H. Knutson, baggageman, Willmar, Minn.; George R. Lally, general agent, Oakland, Calif.; John W. Larsen, engineer, Great Falls, Mont.; Louis T. Mattson, machinist helper, Willmar, Minn.; James McDonald, engineer, St. Cloud, Minn.; Henry E. Nickey, conductor, St. Cloud, Minn.; Irwin D. Nye, switch foreman, Anoka, Minn.: John L. Toulouse, brakeman, Hillyard, Wash.; John H. Voigt, air brake fitter, St. Paul, Minn.; William R. White, engineer, Havre, Mont .: Elizabeth L. (Bangs) Williams, clerk, superintendent's office, Great Falls, Mont.

The next annual meeting of the Columbia Sheep Breeders Association will be held at Minot, North Dakota, May 29. The seventh annual show and sale will be held at Minot, December 16-17. E. M. Gregory, Great Northern's agricultural development agent, Fargo, N. D., is secretary of the association.

Alfred J. Clynch, senior assistant Western counsel for the Great Northern Railway at Seattle, Washington, died on March 2.

E. V. Rindal and G. E. White, in Great Northern's Safety Department, St. Paul, have been appointed Safety Supervisors.

Vancouver, B. C. will observe Daylight Saving Time during the period April 30 to September 24, 1950. The State of California will also go on Daylight Saving Time during the same period.

Everett, Washington, is planning an annual Scandinavian Festival of music, dancing and watersports starting in 1951.

Nineteen

Here's a great way to take it easy—



take GREAT

You get more of what really counts when you go Great Northern... roomy coach seats... variety of Pullman accommodations inviting you to stretch out and relax • Congenial lounges • Superb food • Friendly service • Miles of glorious mountain grandeur. Take it easy on Great Northern's safe, dependable 2 great trains.

2 Great Trains

EMPIRE BUILDER

Streamlined



ORIENTAL LIMITED

Diesel-powered

Travel Offices in all Principal Cities

Form 6009 4-50

Printed in U.S.A.

The Great Morthern
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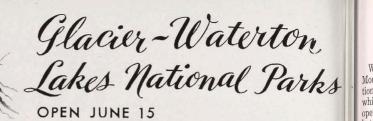
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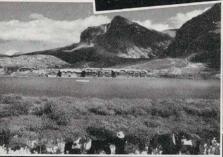
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Prince of Wales Hotel in Waterton Lakes Park.



Point Mountain looms behind Many Glacier Hotel at the center of the Park.



Picturesque Lake McDonald Hotel, near the Park's Western rail entrance.



Two Medicine Chalets, Two Medicine Lake.



Heavens Peak from Granite Park Chalets.



Sperry Chalets reached only by trail.

Glacier-Waterton Lakes National Parks Prepare for 1950 Season

While Glacier National Park in Montana, and Waterton Lakes National Park in Alberta, Canada, which adjoins Glacier on the North, open officially somewhat earlier, the hotels, chalets, camps and other vacation facilities in the Parks will open, as is customary on June 15, with the season extending through September 15.

This million-acre mountain vacation wonderland, which appeals to both the comfort-loving and to the more adventurous, retains its uncrowded, unspoiled quality despite increasing popularity. Short strolls from hotels and chalets, take visitors to areas where no motor noise has ever penetrated, and to lakes and streams where they may fish in solitude. Longer hikes and rides, or guided pack trips, lead to "off-the-beaten-path" points of spectacular scenery and unusual interest.

Glacier is the outstanding trail area in the entire National Park system, with a network of more than 1,000 miles of safe and well-marked foot and saddle trails, with grades limited to 15 per cent. For the really rugged, Glacier offers fine mountain climbing possibilities, and for those who lack the time, or prefer the easy method, many of the Park's most scenic sections can be viewed from comfortable motor-coaches.

Glacier also boasts a splendid highway system and one of the world's most spectacular highways, Goingto-the-Sun, which crosses the Continental Divide at Logan Pass. Each of the motor-coach tours includes this drive as well as stop-over visits at some of the most scenic lake and mountain centers.

Tours vary in length from $1\frac{1}{2}$ to $5\frac{1}{2}$ days in the Park, and include the drive over Going-to-the-Sun

Highway, visits to Two Medicine Lake and Lake McDonald, while the longer tours extend across the border to Waterton Lakes Park, and provide more time in the area surrounding Many Glacier Hotel.

With more than a thousand known species of wild flowers, Glacier produces a different color display each month. Late summer flowers give the Park a completely different aspect than those early in the season.

Huge sanctuary that it is, Glacier is the home of a great variety of wildlife. Many of the animals and birds may be seen along the roads and trails, and the famed symbol of the Great Northern Railway, the elusive Rocky Mountain Goat, may often be observed looking down from high places.

From June 15 through September 15. Great Northern's diesel-powered Oriental Limited, on the main route between Chicago, St. Paul-Minneapolis and the Pacific Northwest, will stop daily at both Park entrances. Passengers may start their tours from Glacier Park Station, Eastern rail entrance, or from Belton, Montana, the Western rail gateway, rejoining the train to continue their journey in either direction. For vacationers bound to or from Canadian Rockies parks and resorts, similar stop-over tours are available, North and Southbound.

Connections are made at Portland, Oregon, with the new Shasta Daylight streamliner to San Francisco. Vacationers enroute to California or returning from the West Coast, can vary their holiday by going one way and returning another, via the scenic Great Northern route through the Pacific Northwest, at no extra rail fare, when round-trip tickets are purchased.

Three

The Great Northern

Vol. 20

May, 1950

No. 5

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

IVAN A. COPPE. Editor

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

The Goat's Cover



GLACIER

is the Greatest U. S. Trail Park. Over 1,000 miles of safe, well-marked wilderness trails.

> Photo by Walt Dyke

Your Railroads

If any one thing is symbolic of our postwar life in America, it is building . . building of every kind. From the farm to the largest city, we have seen a tremendous program of construction. Entire residential developments, complete with stores, schools, churches and streets, have sprung up, and homes have filled up empty spots in every community.

But when you read of the billions of dollars being spent for construction, think for a moment of the millions of tons of materials of all kinds going into those factories, buildings, stores, municipal improvements . . and most important, into homes.

New homes, for instance, begin in many parts of the country. Lumber, cement, bricks, steel, plumbing fixtures, paint, glass . . . and hundreds of other things must be processed, assembled and moved.

Only because there are railroads . . . capable of moving dependably and in mass quantities everything needed, has it been possible to meet the demands of America's builders. For only the railroads can perform transportation service on such a scale as this.

And in these times of higher prices, it is also important to know that the railroads perform this service at lower average charges than any other form of transportation offering service all over the country.

Construction of all kinds is another example of the important stake we all have in the railroads . . . a stake shared by everyone in the country. In one way or another, the railroads serve all of us. And the more this service is used the more efficient and economical will it become . . . the more we will all benefit. That's another reason why it's GOOD business to DO business with the railroads.

Four



GN Mercy Train Crew left to right: Brakeman Fred Nahlen, Brakeman Charles White, Conductor Tom Harmon, Engineer John Patterson, and Fireman Richard McLean, all of Opheim, Montana.

GN Train 'Borrowed' For Mercy Trip

Seven-year old Karen Biem of Opheim, Montana, is alive today because of the cooperation of several Great Northern employes and the railway company.

The child, stricken with pneumonia and a possible ruptured appendix, was desperately ill and in need of immediate hospital care to save her life. Necessary hospital facilities were not available in the small Northern Montana community. A sixty-mile-an-hour blizzard with the temperature down around zero made

all other means of travel in and out of Opheim impossible.

As a Great Northern train, with a dormitory coach and several box-cars, pulled into Opheim at 5 PM Saturday, April 8, completing its run from Williston, N. D., Dr. W. H. Reed, the Biem family physician, appealed to Tom Harmon, conductor of the train, to take little Karen to Scobey, Montana, where the nearest hospital is located.

Conductor Harmon telephoned H. (Continued on page 6)

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Election



Mr. Liggett

Traffic Director Charles A. Liggett, veteran Saint Paul Association of Commerce staff member, received merited recognition for service, by his election to the presidency of the Saint Paul Transportation Club.

Charlie, as he is known to thousands, made his start as a traffic expert in 1906, and served in traffic departments of railroads and wholesale firms until 1920, when he joined the Saint Paul Association of Commerce traffic department, of which he became director in 1948.

GN MERCY TRAIN

(Continued from page 5)

M. Shapleigh, Great Northern's division superintendent at Great Falls, Montana, volunteering the services of the train crew if the railway would let the men use the diesel locomotive and the dormitory coach for the trip to Scobey. Permission was immediately granted.

Because of the snow, wind and cold, it took almost two hours to turn the train. With the aid of a section crew the track was finally cleared and the "borrowed mercy special" made the 50-mile run from Opheim to Scobey, delivering the little girl to the hospital by 10 PM.

In addition to the train crew pictured, section foreman Dennis Cladis and section laborers Sam Ohanesian, Gerald Bruch, Peter McEwen and Harry Wade, assisted with getting the borrowed train under way.

Latest reports are that little Karen is expected to return home soon.

GN Vets' Convention

The Annual Convention of the Veterans' Association of the Great Northern Railway will be held June 3 and 4 at Spokane, Washington. Headquarters will be at the Davenport Hotel.

More than three thousand active, and over one thousand pensioned employes of Great Northern are members of the Association.

Members reported deceased during April, 1950, are: William J. Dussell, conductor, Grand Forks, N. D.; Edmund A. Gilmore, conductor, Mohall, N. D.; Jacob F. Klassen, roundhouse foreman, St. Cloud, Minn.; Julius J. Lake, general car foreman, St. Paul, Minn.; Daniel W. Loughin, engineer, Spokane, Wash.; Edward P. Morley, clerk, St. Paul, Minn.; James J. Murphy, engineer, Seattle, Wash.; George F. McCarthy, switch foreman, Minneapolis, Minn.: Otto A. Nordmann, brakeman, St. Paul, Minn.; James V. Piper, engineer, Minneapolis, Minn.; Hugo J. Sturner, auditor disbursements, St. Paul, Minn.; George C. Thomas, engineer, Sioux City, Iowa; Noble H. Waller, baggageman, St. Paul, Minn.; Guy W. Wheaton, brakeman, Kelly Lake, Minn.; Robert B. White, engineer, Stanwood, Wash.

Members reported pensioned during April, 1950, are: Edgar Miller, machinist, St. Paul, Minn.; Paul Zontek, shop superintendent, St. Cloud, Minn.; Oluf L. Skodi, engineer, Crookston, Minn.; J. A. Mayer, conductor, Havre, Mont.; Fred G. Bradley, engineer, Havre, Mont.; John Schwankl, packer, Breckenridge, Minn.; John Knopek, car repairer, St. Cloud, Minn.; Nels Simonson, B & B foreman, Superior, Wis.; A. C. Barott, boilermaker helper, Minneapolis, Minn.; G. F. Hand, B & B carpenter, Sioux City, Iowa.

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The International Rose Test Gardens in Portland's Washington
Park.

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Coronation of Her Majesty Queen Joyce I during the 1949 Rose Festival. Photos by Photo-Art Studio.

Realm of Rosaria

Planned as an innovation for Portland, Oregon's, 42nd Annual Rose Festival, June 7 through 11, the first Aquacade in the Pacific Northwest is scheduled for Festival Week, supplementing an extensive program of coronations, parades and other floral-inspired events. All indications point to a colossal show featuring Olympic swim stars, breathtaking high divers, black-light water ballet, music, comedy and fireworks on the water.

Traditionally, the festivities begin with Queen Coronation ceremonies under the stars in Multnomah Civic Stadium when the Prime Minister of the Royal Rosarians, white-suited host organization, will crown Her Majesty, the Queen of the mythical Realm of Rosaria.

"Circus Days" has been selected as the theme for the City of Roses' 1950 Grand Floral Parade to be held June 9. Officials hope to limit the parade to 50 floats interspersed with an equal number of bands, drum and bugle corps, mounted posses and uniformed marching units, from all parts of the Pacific Northwest.

Overshadowed only by the major parade is the Junior Parade, which started spontaneously in 1921, and which has since developed into an important and colorful unit of the festival program.

Again this year, the Portland Rose
(Continued on page 8)

Seven

Perishable Loss Prevention



Registering for the short course are, left to right: A. J. McGuinn, GN; C. O. Sundberg, GN; B. R. Gillispie, Alaska SS Co.; E. F. Petersen, GN; B. L. Rawson, GN.

As part of an intensive organized effort by growers, shippers, carriers and receivers in tracking down and eliminating causes for loss and damage to perishable shipments, the First Annual Northwest Perishable Loss Prevention Short Course was held recently at Yakima Valley Junior College, Yakima, Washington.

Sponsored jointly by the American Railway Development Association, the State College of Washington, Oregon State College and the University of Idaho, approximately 100 representatives of growers, shippers, railroads, refrigerator lines and horticultural experts attended the 3-day session.

Among subjects treated upon were, transit handling of perishable commodities, diseases affecting produce in storage and transit, production and handling problems prior to storage and shipment, refrigeration and ventilation, and packaging.

REALM OF ROSARIA

(Continued from page 7)

Society's 62nd Annual competitive showing of hobbyist-grown roses will be a colorful feature. Probably every genus of roses will be represented and on display in the sunken ballroom of the Masonic Temple during the showing, June 8 and 9.

Roses, blooming in profusion in thousands of gardens, in parks and along driveways and curbs will also be on display, while in Washington Park, the International Rose Test Garden is much visited during Festival Time.

The final big ski meet of the season, the Golden Rose Tournament, is held during the gala week high on the slopes of Mount Hood, just 60 miles east of Portland. World-renowned experts and thousands of spectators assemble at Timberline Lodge for the mile-a-minute down-hill competition. "Skiway", the world's largest and longest passenger-carrying aerial tramway, will be in operation to provide transportation from Government Camp to the threshold of the luxurious lodge.

Railroad Hour

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Sharing the spotlight during the 84th Railroad Hour broadcast will be Gordon MacRae, singing host, and Lucille Norman, in the popular light opera, "Pink Lady", on May 8.

Scheduled for May 15 is "Robin Hood", with Dorothy Kirsten, and on May 22, "Princess Pat" will be presented with Miss Kirsten and Miss Norman.

The Railroad Hour, sponsored by the Association of American Railroads, is heard every Monday evening over the facilities of the National Broadcasting Company.

Eight



Former presidents feted at the celebration, left to right seated: T. J. Dowd, W. W. Trumbull, F. J. Ferg, W. W. Cutler, J. E. E. Royer, G. L. Morrison, T. A. Murphy, J. Z. Ramsey. Standing: H. V. Sandahl, H. W. Shields, R. G. Royer, G. R. Moscrip, J. G. Cain, R. L. Wyatt, GN., T. H. Hibbitt, R. H. Stephens, E. S. Braden. Spokane Spokesman—Review Photo.

Spokane Transportation Club Anniversary

Former presidents were honored at the recent 40th Anniversary Celebration of the Spokane, Washington, Transportation Club. The affair drew a large attendance.

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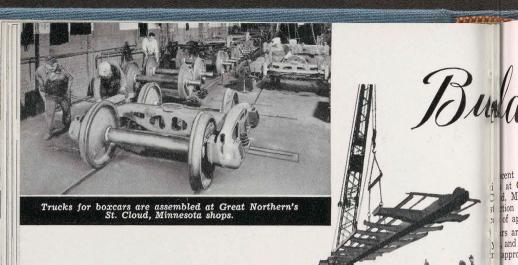
y 8.

Past presidents of the organization who were in attendance at the meeting included: T. J. Dowd, Union Pacific Railroad; W. W. Trumbull, retired lumberman; F. J. Ferg, Great Northern Railway; W. W. Cutler, Milwaukee Road; J. E. E. Royer, Washington Water Power Company; G. L. Morrison, Pacific Northwest Alloys; T. A. Murphy, Northern Pacific Railway; J. Z. Ramsey, Milwaukee Road.

H. V. Sandahl, Centennial Flour Mills Company; H. W. Shields, Spokane, Portland & Seattle Railway; R. G. Royer, Prudential Insurance Company; G. R. Moscrip, Pope & Talbot Lines; J. G. Cain, Milwaukee Road; R. L. Wyatt, Great Northern Railway, 40th president; T. H. Hibbitt, Kirk-Hibbitt-Scott Grain Company; R. H. Stephens, Archer-Daniels-Midland Company and E. S. Braden, Archer-Daniels - Midland Company.

A treaty in 1819 between the U. S. A. and Spain fixed the southern boundary between the Oregon country and Spanish territory at 42 degrees latitude. This now marks the boundary between Oregon and California.

Nine

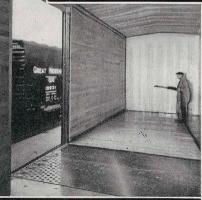


Underframes fabricated at Superior shops, are positioned on trucks.

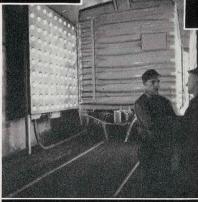
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Steel boxcar sides are lowered into position by a large crane. Finishing work begins here.



A coat of varnish protects the wooden interior.

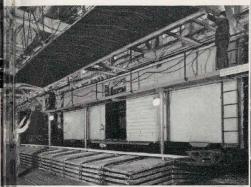


Infrared lamps dry a newly painted car in 12 minutes.

Bilding Box-Cars

Recent large scale car building operaidions at Great Northern Railway's Saint CCloud, Minnesota, shops, embraced contristruction of 2,000 new steel boxcars at a ccost of approximately \$10,500,000.

Cars are of the so-called "lightweight" ype, and are of welded steel, each weighing approximately 41,000 pounds with a (Continued on page 12)



e del roof, already insulated, moves into position at the St. Cloud assembly line.



Steel sides, ends and top in place, lumber lining is installed in new cars.



New steel Great Northern boxcars, constructed in the railway's shops, completed and ready for their transportation job.



When on Memorial Day, Americans wear Buddy Poppies, they are honoring the nation's dead by aiding their survivors.

"Honor the dead by helping the living", summarizes the aims of the V.F.W.; welfare of disabled veterans and their families; care of their widows and orphans; preservation of the basic principles on which our nation was founded.

Since World War I, the blossom of the poppy has been to free peoples, a symbol of the young men who fell in Flanders Fields more than thirty years ago.

Poppies honor their memory at the Arc de Triomphe in Paris, at the Cenotaph in London, at the tomb of our Unknown Soldier in Arlington, and on thousands of graves throughout our nation. The Buddy Poppies, each with its poignant reminder, "made by disabled and needy ex-service men", symbolize the spirit of democracy for which our valiant dead gave their lives.

BUILDING BOXCARS

(Continued from page 11)

rated load capacity of 128,000 pounds. A total of fifteen hundred cars were built for Great Northern, and five hundred for the Spokane, Portland and Seattle Railway, a subsidiary.

Underframes were fabricated at the railway's Superior, Wisconsin, shops and transported to Saint Cloud, where all other construction work and assembly was done.

Production at the Saint Cloud shops, which are Great Northern's principal shops for building freight equipment and effecting repairs to heavy equipment, reached 20-complete cars daily shortly after the work began, a record high level. Daily production soon thereafter climbed to 22 a day, and continued at that rate until the final car was completed.

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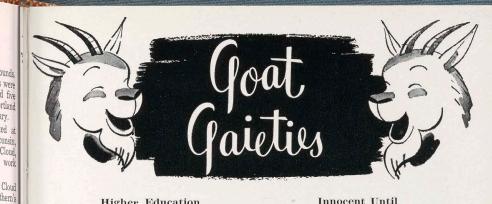
Construction and assembly was carried out on an efficient automotive-type twin assembly line basis. In the initial step, a complete underframe unit was positioned onto a set of trucks, following which steel ends and sides were set in place with the aid of a huge crane, and secured to the undertrame. Next, the top section assembly, the underside of which had been previously sprayed insulating with material. riveted into place. Interiors were sheathed with lumber, which not only facilitates the securing of loads by nailing, but eliminates damage to merchandise through condensation of moisture on the bare metal. In addition, the lining tends to stiffen and reinforce the car body.

Quick drying of exterior paint was effected by a huge battery of infrared lamps which dries the finish of the entire car in about 12 minutes.

As a safety measure, highly reflective Scotchlite material was used

(Continued on page 14)

Twelve



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Mr. Biggs liked to know all about the employees who toiled in his vast business. One day he came upon a new young man who was dexterously counting out a large wad of the firm's cash.

"Where did you get your financial training, young man?" he asked.

"Yale," the young man answered.

Mr. Biggs was a staunch advocate of higher learning.

"Good," he said, "And what's your name?"

"Yackson," was the reply.

Pointed Answer

"What did the three Russians say when they arose from the dinner table?"

"Soviet." Roy:

Woof!

"Let's go home now!" Bob:

Ted: "Naw, I'm afraid to go home. My wife will smell my breath."

Bob: "Hold your breath!" Ted: "Can't, it's too strong."

They'll Do It!

"If we Government Executive: don't find a way to spend that 120million, we'll lose our jobs."

"How about building Assistant: a bridge across the Mississippilengthwise.'

Innocent Until

His Honor: "My good man, under the American system of jurisprudence you are presumed to be innocent."

"Then why all the Defendant: effort to convict me?"

Signs of Spring

"Your wife is ugly. Why don't you send her to a beauty parlor for a mud pack?"

"I did last year, and for three days she was beautiful."

"Then what happened?"

"The mud came off."

Joe Don't Live Here Anymore

The stranger brought his car to a halt, and addressed the tall rawboned cowboy leaning against the "Does Big Joe live near corral. here?" he asked.

"Nope," replied the cowpoke.

"Well," inquired the man, "where can I find his neighbor, Long Sam?"

"I'm Long Sam," drawled the cowboy.

"But," protested the stranger, "they told me that Big Joe lived within gunshot of you!"

"That's right," came the calm rejoinder. "He did!"

Thirteen



Mother's Heart

From out the South the genial breezes move,

They shake the branches of the bramble tree:

Unless the sons fair men and honest prove,

The virtuous mother will dishonored be.

The frigid fount with violence the spray

By Shiyoun's town upcasts its watery store:

Though full seven sons she gave to life and day,

The mother's heart is but disturbed the more.

When sings the redbreast, it is bliss to hear.

The dulcet notes the little songster breeds:

But ah! more blissful to a mother's

ear,
The fair report of seven good
children's deeds.

Translated from the Chinese by George Barrow

Coach Seat Reservations Required on Empire Builder

To insure seat accommodations, passengers planning to travel in coaches on Great Northern's streamlined Empire Builder trains, should obtain, at time of purchase of tickets, "Passenger Identification and Coach Seat Reservation Coupon" indicating seat space reserved, or a copy of any message describing space assigned to be used in claiming reservation when boarding Empire Builder trains. Coach seat reservations are also necessary for children under five years of age even though no rail ticket is involved.

All coach seats on Empire Builder trains must be reserved in advance. Passengers are not permitted to board trains without such reservations. No extra charge is made for coach seat reservations.

BOXCAR BUILDING

(Continued from page 12)

on exteriors of cars for the railway's Goat trademark, car numbers, lettering, and "targets" along the bottom of the car sides, which show up brilliantly at night.

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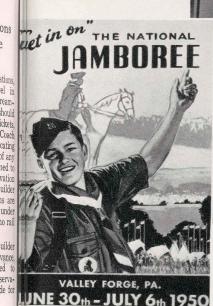
its

The Great Northern Railway operates 45,000 cars of all types on over 8,000 miles of track, serving directly the states of Wisconsin, Minnesota, Iowa, North and South Dakota, Montana, Idaho, Washington, Oregon and California, and the Canadian provinces of Manitoba and British Columbia.

Diamond Jubilee

Fargo, North Dakota, will celebrate the 75th Anniversary of its incorporation, June 4 to 10. Great Northern will participate in the celebration.

Fourteen





Jamboree committee of the Inland Empire Scout council, left to right: Vic Miller, Wm. A. Weitzman, R. L. Wyatt, GN, Edward L. Curtis, and Scout Executive Donald F. Seaman. Spokane Spokesman—Review Photo.

National Boy Scout Jamboree

For the first time since General Washington's ragged and tattered Continental Army camped at Valley Forge some 173 years ago, Americans in uniform will again pitch their tents in that historic valley.

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Boy Scouts of America, over 40,000 strong, will encamp from June 30 through July 6 to celebrate in a gigantic National Jamboree, the 40th Anniversary of American scouting, and to dedicate themselves to that same cause which weathered its first crisis at Valley Forge in the winter of 1777-78.

Scouts from the Spokane and Seattle, Washington, areas, the San

Gabriel-Santa Barbara and Sacramento, California areas, North Dakota, and Duluth, Minnesota, will travel Eastbound on special Great Northern trains, while those from the Long Beach-San Bernardino and Coast County, California, areas will use Great Northern on the return trip. Scouts from California and the Pacific Northwest will visit Glacier National Park in Montana enroute.

Valley Forge Park, comprising some 2,033 acres, is 24 miles Northwest of Philadelphia, Pennsylvania, and is owned, maintained and preserved by the Commonwealth of Pennsylvania.

Fifteen

GN Report for 1949

Great Northern Railway's net income in 1949 was \$18,701,616, or 32 per cent less than the preceding year, F. J. Gavin, president, reported in the company's sixty-first annual report to stockholders. Earnings last year were equivalent to \$6.05 per share compared with \$8.91 per share in 1948.

Severe winter weather in most of the railway's territory in the early months of 1949, in addition to a sharp decline in revenue in the last quarter and the highest wage scale in Great Northern's history, were major contributors to reduction in net income last year.

The railway's gross revenue in 1949 was \$212,267,229 compared with \$216,324,083 in the preceding year. Freight revenue last year was \$184,061,536, a decline of \$2,846,149 from 1948. Great Northern's passenger revenue in 1949 was \$11,688,120 compared with \$12,650,404 in the preceding year.

The entire loss in operating revenue, occurred in the last quarter of 1949, coincident with the strikes in coal and iron ore mines and a retarded grain movement. The strike of iron ore miners, beginning on October 1, resulted in decrease in ore revenue of nearly 4 milion dollars for the year.

Mr. Gavin reported that the railway's benefits from freight rate increases since June 30, 1946, have been substantially less than anticipated. While the Interstate Commerce Commission has authorized rate increases totaling 47.4 per cent for Western lines since June 30, 1946, only 26.4 per cent of the higher rates have been applicable to Great Northern traffic which is largely due

to the fact only a small increase of less than 14 per cent was granted on ore traffic in the June 30, 1946, to December 1, 1949, period.

Concerning freight rate increases, the report states that the super-regulated railways, paying their own way and faced with higher operating costs, have been forced to raise their rates, thus increasing the threat of diverting more and more traffic to their highly-subsidized, lightly-regulated competitors.

Other highlights of the report to stockholders are:

Application of the 40-hour week to more than 80 per cent of the railway's employes increased operating expenses 5 million dollars in 1949.

Increased use of diesel-electric locomotives and lower prices for oil accounted for a 4-million dollar reduction in fuel costs last year.

Stockholders received \$12,370,213, or \$4 per share in 1949 compared with \$3.50 per share in 1948.

Wages to employes in 1949 totaled \$100,317,023.

Investment in property improvements totaled more than 29½ millions as compared with approximately 21½ millions in 1948.

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New equipment acquired in 1949 included 1,500 all-steel boxcars, 26 diesel locomotives, 700 gondola cars, 175 covered hopper cars and 250 refrigerator cars for Western Fruit Express Co., a wholly-owned subsidiary.

Owners of Great Northern stock totaled 35,412 as of November 21, 1949. Average holdings were 87 shares, and only 2,982 stockholders held over 100 shares each.

Sixteen



Clatskanie, Oregon, VFW cage stars get last minute advice from well-wishers as they board the Empire Builder at Union Station in Portland.

Oregon Hoopsters Travel GN

The basketball team of the Veterans of Foreign Wars Post at Clatskanie, Oregon, in charge of Manager Don Erickson, traveled on Great Northern's streamlined Empire Builder from Portland, Oregon, to Saint Paul, Minnesota, enroute to the 1950 National V. F. W. Basketball Tournament held at Mankato, Minnesota, March 28 through April 8.

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Fourteen teams from the states of Oregon, Colorado, Ohio, Washington, Iowa, Kansas, Maryland, Montana, North Dakota, South Dakota, Pennsylvania, Minnesota and Washington, contended in the 4th National VFW Tournament, with the Mankato, Minnesota, quintette, runners-up last year, taking the title from the Akron, Ohio, 1949 champions.

Rainier National Park

Major improvements scheduled for Mount Rainier National Park in Washington include a permanent type modern hotel at Paradise.

The structure will be of re-inforced concrete and is designed to be built in sections. Ultimate cost will be approximately \$2,500,000.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Mr. Costigan



Mr. Johnson



Mr. Connelly



Mr. Liedtke



Mr. Burns

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GN Traffic Department Appointments

Retirement of Harry W. Costigan, Great Northern Railway's assistant general freight agent at Seattle, Washington, and appointment of G. D. Johnson to succeed him, is announced by George F. Hardy, general freight traffic manager, St. Paul, Minnesota.

Mr. Costigan, "dean" of railway freight men in Seattle, and veteran of a half-century of service with Great Northern, joined the railway as an operator at Lyons, Washington. The last 47 years of his service have been spent in continuous service in Seattle, during which time he had risen from rate clerk to assistant general freight agent.

Mr. Costigan was honored by friends and associates at a testimonial dinner held on the 50th anniversary date of his joining the Great Northern Railway, on April 22.

G. D. Johnson, newly-appointed assistant general freight agent in Seattle, is a 31-year veteran of Great Northern service. He joined the railway as a clerk in St. Paul in 1919, and for the past two years has been general agent at Seattle.

Eighteen

Phillip F. Connelly has been appointed as assistant to the general freight agent at Seattle. Connelly, railroading since 1918, came to Great Northern in 1928, and has been chief clerk in the refrigerator section of the freight traffic department in St. Paul since 1947.

Ernest R. Liedtke, formerly city freight agent in Seattle, has been promoted to the post of assistant general agent there. Liedtke came to the Great Northern in 1917 as a messenger and office boy, and has been in Seattle during the full 33 years of his service.

Joseph E. Burns has been appointed traveling freight agent for Great Northern at Kansas City, Missouri, succeeding A. F. Nikolai who was recently transferred to Oakland, California, as general agent.

Burns joined Great Northern's traffic department in 1939 as a stenographer at Butte, Montana. Following army service in World War II, he became a clerk at Wenatchee, Washington, in 1945. He was named city freight and passenger agent at Bellingham, Washington, in 1947, and city freight agent at Seattle, in May, 1948.

Glanings The Wenetshee Scattle sleeping

The Wenatchee-Seattle sleeping car on GN trains 28 and 27 will be discontinued with the last car leaving Seattle on May 6, and from Wenachee on May 7.

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The 1950 Minneapolis, Minnesota Aquatennial celebration will be held July 21 through July 30.

Clark A. Eckart, in Great Northern's Law Department in Seattle, Wash., has been appointed senior assistant western counselor succeeding A. J. Clynch who died recently. R. P. Tjossem succeeds Mr. Eckart as assistant western counsel. Woodrow L. Taylor, deputy prosecuting attorney for King County, Washington, has joined Great Northern's legal staff in Seattle, as assistant western counsel.

Puget Sound Navigation Company announce their summer sailings, beginning May 26 and continuing through September 30, 1950, leaving Seattle daily 11:45 pm.; arrive Port Angeles 4.30 am., leave Port Angeles 6:00 am., arrive Victoria 7:15 am. Southbound, leave Victoria daily 5:15 pm., arrive Seattle 9:30 pm.

Daylight Saving Time is now observed in Seattle and Tacoma, Washington, and Portland, Oregon, and will continue through September 24, 1950.

The city ticket office of the Alaska Steamship Company in Seattle is now located at 1223 Fourth Avenue. K. A. Cross, assistant general passenger agent, is in charge.

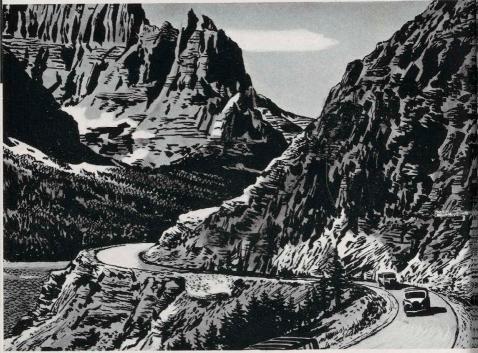
The British & Irish Railways, Inc., now represent the Ulster Transport Authority of Northern Ireland and offer services for travel arrangements throughout Great Britain and Ireland.

CB&Q train 54 (GN train 4, Eastbound Oriental Limited) now leaves St. Paul at 11:15 pm., arriving Chicago at 8:15 am., account Chicago Daylight Saving Time.

The State of Washington Federation of Folk and Western Dancers will hold its third annual convention at Wenatchee, Washington, on May 20.

Nineteen

One Vacation ... a Thousand Thrills.



Going-to-the-Sun Highway, Glacier National Park

EASTBOUND



GLACIER NAT'L PARK

In the Montana Rockies. 3-day all-expense motor tours within Park \$52.



MINNEAPOLIS-ST. PAUL

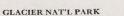
WESTBOUND

Fish, swim, cruise in Minnesota's "Land of 10,000 Lakes".



CHICAGO

America's second city Exclusive shops. Museum of Science-Industry.





Land of shining mountains. Over a million acres of wonderland.



PORTLAND

City of Roses, Columbia River Drive. Timber-River Drive. Timbeline Lodge, Bonneville Dam.



SEATTLE

Metropolis of the Pacific Northwest. Gateway to Alaska-Orient.

All on one Great Vacation

GREA

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

Form 6009 5-50

Printed in U.S.A.

The Great Morthern GOAT

JUNE 1950



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The Great Pacific : Morthwest

Yachts on Commencement Bay, at Taco-ma, Washington, gateway to Rainier National Park. Photo by Lee Merrill.

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Picturesque Quinault Lodge on Lake Quinault, Washington. Photo by Joseph Scaylea.



Paradise Lodge in Mount Rainier National Park. Photo by Joseph Scaylea.



Rugged Mount Shuksan from Mount Baker Lodge. Photo by Joseph Scaylea.



Timberline Lodge, all-season resort in Mount Hood National Forest, Oregon. Photo by Photo-Art.

Pacific Northwest Economy Tour

So-called "package travel tours" are becoming more popular year by year. It is the modern, quick and carefree way to spend a vacation, and the traveler obtains his rail transportation, hotel accommodations and other services at one low cost, effecting substantial savings in time and money.

One of several such tours prearranged by Great Northern travel experts is the 13-day Thriftour of the Pacific Northwest. This complete summer vacation costs only \$198.50 from Chicago, or \$183.25 from Saint Paul or Minneapolis, U. S. tax included. The Thriftour features transcontinental travel in reserved chaiselounge seats in deluxe day-nite coaches of the streamlined Empire Builder.

From Chicago the route follows the broad Mississippi for over 300 miles to the Twin Cities, through the famed Lake-Park region of Minnesota, the Red River Valley, and the vast grain fields of North Dakota. Soon after the train enters Montana, the plains merge into the foothills of the Rocky Mountains, culminating in the soaring peaks of Glacier National Park. The rails skirt the Park's southern boundary in daylight for 60 glorious miles, then follow churning rivers and streams to Spokane, and the mighty Columbia to Portland, Oregon.

Overnight trips by motor coach and steamer are popular features of the tour. From Portland, the vacationer travels via the Columbia River Drive to fabulous Timberline Lodge, high on Mount Hood. Stops are made en route at Sanctuary of our Sorrowful Mother, Vista Point, Bonneville Dam and Multnomah Falls. Meals and overnight at Timberline. Return to Portland is via Mount Hood Highway. Accommodations reserved in Portland for overnight.

From Portland to Seattle, travel is by rail, first along the Columbia, then through great timberlands, rich dairy and fruit country. For the Seattle to Victoria, B. C., cruise, a cabin is reserved on the M. V. Chinook for the "going" night trip. A comprehensive motor coach tour is made of lovely Victoria, with time available for a visit to the famous import shops. Overnight in Seattle.

Next, a two-day trip to Olympic National Park with stops en route at Port Angeles, Lake Crescent and the oceanside, with lodgings at Lake Quinault. A tour through a huge plywood mill is an added attraction. Return to Seattle is by way of the Bremerton Navy Yard and across Puget Sound by streamlined ferry. Overnight in Seattle.

The final extended jaunt is to lofty Mount Rainier, with meals and overnight lodging at Paradise Inn, famed for comfort and superb food.

During the final day in Seattle, a three and a half hour land and water cruise is scheduled, including passage through Government Locks.

Homeward bound on the Empire Builder, the route of the streamliner follows along beautiful Puget Sound to Everett, thence East through the 8-mile Cascade Tunnel and the world-famous apple producing area of the Wenatchee Valley, before arriving in Spokane. Eastward, the route continues through Idaho, Montana, North Dakota and Minnesota, arriving in the Twin Cities in the morning. Then Wisconsin and Illinois, arriving in Chicago at 2 PM.

Although this tour is prearranged in every sense of the word, vacationers may leave any day during the summer travel season from Chicago, Saint Paul or Minneapolis at their convenience.

(Continued on page 6)

Three

the Great Northern

Vol. 20

June, 1950

No. 6

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

IVAN A. COPPE, Editor

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

The Goat's Cover



Columbia
River Gorge
in Oregon,
one of the
world's most
scenic
drives.

Photo by Atkeson.

Your Railroads

For its basic transportation needs, America depends upon steel rail, for only on tracks is it possible for the huge volume of farm products, vital raw materials and manufactured goods to be moved, dependably and at low cost, between all sections of the country, in all seasons of the year.

To make this vital transportation system, the very backbone of business, still more serviceable, railroads have spent for new locomotives, cars, signals, track and other facilities more than four billion dollars in the last five years alone.

These vast expenditures, and the other billions spent in previous years, are helping the railroads to hold down costs, while producing better service for traveler and shipper alike. And the more and ample capacity of these steel "highways", provided and maintained by the railroads, is put to work, the better will they be able to serve you—and to do it at the lowest possible cost.

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That's just another reason why it's good business to do business with the railroads.

Fargo-Moorhead Sleeping Car Service

Pullman standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead, will be provided on Great Northern trains 9 and 10 during the period June 1 through September 30, under rotating plan which alternates this service for four month periods between Northern Pacific and Great Northern railways.

There will be no set-out Minneapolis St. Paul-Fargo sleeping car operated by Northern Pacific during this period.

Four



RED RIVER DINETTE AND COFFEE SHOP.

New GN Streamliners

Three completely new streamliners will soon provide Great Northern patrons with faster, finer, and more frequent rail service between Seattle, Washington, and Vancouver, between British Columbia, and Saint Paul-Minneapolis, Saint Cloud, Moorhead, Minnesota, Fargo and Grand Forks, North Dakota.

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Scheduled to begin regular service in June, two of the new streamliners will be christened INTER-NATIONAL, and will each operate on a round trip and a half daily schedule between the West Coast terminal cities, providing three daily trips in each direction. The INTER-NATIONALS will be the first all

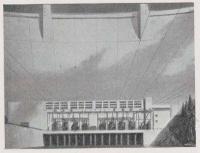
new streamliners to be placed in regular operation into Canada.

The RED RIVER, will make one complete round trip daily between its Midwestern terminals, leaving Grand Forks in the morning, and returning from Saint Paul and Minneapolis in the afternoon. The schedule will permit travelers from Grand Forks, Fargo, Moorhead, and other points on the route, several hours in the Twin Cities, before the return trip the same day.

Each INTERNATIONAL consists of a baggage-mail car, two coaches, a cafe-coach and parlor-lounge car. (Continued on page 6)

Fine

Hungry Horse Dam



Artist's conception of Hungry Horse Dam and powerhouse when completed.

Tallest building in Western Montana will be the 118-foot high powerhouse that will front the 564-foot high Hungry Horse Dam, which will be the world's third highest and fourth largest concrete dam when completed. Actual construction of the powerhouse is expected to get under way sometime this coming summer.

First of four 71,250 kilowatt generators is scheduled to go on the line in October, 1952. General Electric will provide the four generators and Allis-Chalmers will supply the four 105,000 HP turbines. Plans call for full capacity production of 285,000 kilowatts in November, 1953.

Montana Youth Camp

A long-felt need for a summer recreation camp for young people in Eastern and Northern Montana, was fulfilled when the new Pines Youth Camp on the shores of Fort Peck Reservoir opened June 1. Its facilities are available to all organized youth groups in the state.

The camp is administered by the Montana Extension Service through its 4-H Club department under a cooperative agreement with the U. S. Corps of Engineers.

NEW STREAMLINERS

(Continued from page 5)

Consist of the RED RIVER is a baggage-mail car, three coaches and a parlor-observation car, including a Coffee Shop and Dinette—all built by the American Car & Foundry Company. All streamliners are powered by 2,000-horsepower single unit diesel electric locomotives supplied by the Electro-Motive Division of General Motors Corporation.

All cars are of the so-called "light-weight" type, and are constructed of high-tensile steel. Passenger-carrying cars are mechanically air-conditioned, and windows are fogproof. Heating is thermostatically controlled, and lighting is a combination of incandescent and fluorescent.

Two of the many outstanding features of modern passenger equipment incorporated in the RED RIVER and the INTERNATIONALS which contribute immensely to the comfort and safety of streamliner travel, are electrically-controlled braking and tight-lock coupling of cars, which with diesel-electric power are largely responsible for the smooth starting and stopping of streamliners.

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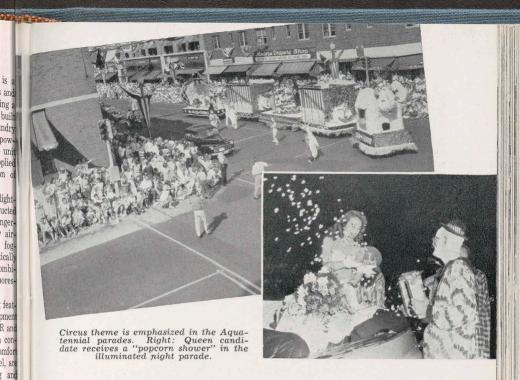
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ECONOMY TOUR

(Continued from page 3)

One low cost provides round trip rail transportation; Mount Hood motor trip; steamer Seattle to Victoria and return with motor sightseeing in Victoria; Olympic National Park including Bremerton; Mount Rainier tour, and land-water sightseeing in Seattle. Comfortable overnight lodgings and meals included on feature trips, as well as hotel accommodations in Portland and Seattle. Cost does not include meals on trains, steamer or in cities visited.



City of Lakes Aquatennial

Everybody enjoys the Minneapolis Aquatennial, that 10-day period in mid-summer—July 21 thru 30—when all of Minnesota celebrates vacation time in the "Land of 10,000 Lakes".

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The Aquatennial is a super civic festival produced by volunteer committees proud of their city. Music, regattas, a canoe derby, queens, water extravaganzas, parades and summer sports activities abound, and visitors from everywhere flock to the city by the thousands.

A most unusual organization is a group of 100 busy, public-spirited executives who call themselves the "Aqua Jesters". They hide their identity in grease paint and out-

rageous costumes and clown their way into the hearts of young and old alike.

A half-million spectators at Aquatennial parades follow the antics of the Jesters along the line of march. The routines, all carefully worked out, include a clown fire department, the gorilla behind rubber bars, the 210-pound diapered baby, the rescue squad with the trick stretcher, the rain-maker, the hobos, and many others that have become traditional. All bring shrieks of laughter or appreciative chuckles.

The "Aqua Jesters" do not confine their activities to the parades, although originally they were organ-(Continued on page 8)

Seven

Choir of the West



The Pacific Lutheran College Choir and its director. Photo by Richards, Tacoma.

Leaving Seattle, Washington, on Great Northern's streamlined Empire Builder, the 59-voice Pacific Lutheran College "Choir of the West", from Parkland, Washington, recently embarked on a 23-day concert tour of the Midwest. Directed by Professor Gunnar J. Malmin, the group sang 21 concerts in North Dakota, Minnesota, Iowa, Illinois and Wisconsin.

The first concert of the trip was given at Williston, North Dakota, and the choir sang on subsequent days in Minot, Grand Forks and Fargo in North Dakota, Fergus Falls, Minneapolis and Saint Paul, Minnesota.

Other cities visited included Northfield and Albert Lea, Minnesota; Thompson, Forest City, Story City, Decorah and Waverly, Iowa; Rock Island, Chicago, Rock Falls and De-Kalb, Illinois; Stoughton, Eau Claire and Pigeon Falls, Wisconsin.

An estimated 12,000 Midwestern concert goers heard the Western collegians, and critics hailed the organization for its musicianship, rating the group on a par with similar Midwestern organizations.

Trans-Atlantic Travel

Now is the time to visit Europe and other foreign lands, because devalued currencies in nearly all countries cut the costs for visitors by almost one-third.

Travel by railroad and ship for a romantic Old World vacation. A comfortable train will transport you from your station platform to the gangplank of a trans-Atlantic liner ready to sail for European ports.

Railroads and steamships for over a hundred years, have learned how to make travel safe, interesting and relaxing. Their journeys have the comforts and conveniences of home. Ocean liners know the "lanes" which lead to Europe as the engineers know the "lines" which travel on land. On shipboard there is time to relax and room to play.

Wise, experienced travelers agree that railroads ashore and steamships at sea give the most travel comforts, safety and conveniences.

AQUATENNIAL

(Continued from page 7)

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ized to inject a carnival spirit into the processions that rank as the most impressive in the nation. The amateur clowns bring the spirit of the Aquatennial to shut-ins who cannot attend the great summer festival. Together with Aquatennial Music Festival artists, they visit hospitals for sick and crippled children, homes for the aged, sanitoriums, veterans hospitals and various institutions.

At other occasions during the year, the organization is frequently called upon to enliven various civic meetings. This they do with glee, snipping neckties of dignitaries, kissing bald heads, and even throwing custard pies with abandon.



Right: The Kalama, Washington, Strawberry Queen cuts the world's largest strawberry shortcake.

Coronation ceremony at the Marysville, Washington, Strawberry Festival.



Washington Strawberry Festivals

Twin Strawberry Festivals to be held in June, will mark the height of the berry growing season in the State of Washington.

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Marysville, in Snohomish county, on Great Northern's Seattle-Vancouver line, will celebrate on June 16 and 17. Kalama, in the Southwestern part of the state on the Columbia River, between Seattle and Portland, will pay homage to its flourishing berry industry on June 23 and 24.

Originated in 1932 by the local Commercial Club, the Marysville celebration has become a tradition. Since the war, it has been sponsored by the Marysville Veterans' Club.

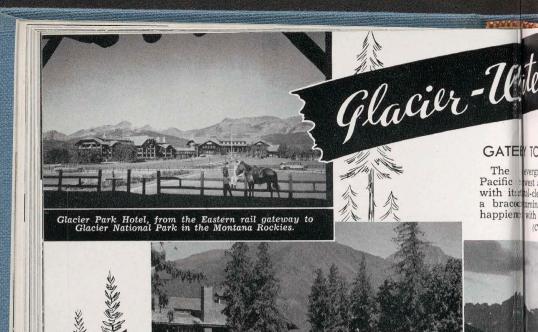
The festival opens with a parade

of bands, floats and marching units. Features include selection of a queen, serving of strawberry shortcake, novelty contests, baseball, music and a Festival Dance.

Native Tulalip Indians provide displays of some phase of their art or customs for the Festival's thousands of visitors.

Climax of the annual Kalama celebration will be what is claimed to be the world's largest strawberry shortcake. This will be portioned out to the more than 5,000 expected visitors. A queen and four princesses will rule over the two-day programs of parades, boat racing, carnival, sporting events, dancing and other entertainment.

Nine



Sightseeing motor-coaches at Lake McDonald Hotel, near Glacier Park's Western rail entrance.



Melting glaciers supply clear water for the heated pool at Chateau Lake Louise. Canadian Pacific Railway photo.

Manual Manager Manager



Sublime grandeur in Moraine Valley of Ten Peaks, at Banff National Park in Canada.

Tower

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Lakes Parks

GIWAY TO THE CANADIAN ROCKIES

Ts. wst evergreen region comprising the Great Papphrthwest and the Northern Rocky Mountains, with srystal-clear, stimulating atmosphere, acts as a bar returning summer visitors home healthier, happy, and with strength and energy renewed.

(Continued on page 12)

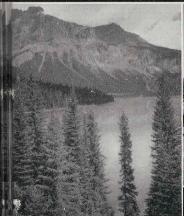


mountains and Swiftcurrent Lake provide the many for Many Glacier Hotel, Glacier's largest.



Prince of Wales Hotel on a high promontory, overlooks Waterton Lake.





Valley Praid Lake in British Columbia, is ional orned by evergreen forests and lofty ionaks. Canadian Pacific Ry. photo.



Landscaping and wilderness meet at Lac Beauvert in Jasper National Park, Alberta.



....AND HE'LL COME BACK FOR MORE



Passenger Club Elections

At its recent annual election, the Pittsburgh, Pennsylvania, Passenger Club named H. W. Oles, Pittsburgh Railways Co., president; J. S. Gunner, UP, 1st vice president; H. C. Loadman, Jr., Pittsburgh Plate Glass Co., 2nd vice president; Chas. F. Bird, PRR, secretary-treasurer for 1950-51. Newly elected members of the Executive Committee for a two year period are: Robert Voightmann, RI; H. O. Willison, PRR; T. L. Glover, NP; J. E. Gilbert, American Express Co. Daniel Bucy, SAL; T. J. Nolan, D&RGW, and J. S. MacDonald, GN are holdover members of the Executive Committee.

The City Passenger Agents' Association of New York City, has named George E. Coffey, UAL, president; Charles F. Clark, NYNH&H, 1st vice president; John C. Houlihan, L&N, 2nd vice president; James S. Zilai, CRRofNJ, secretary-treasurer, for 1950-51.

GLACIER-WATERTON

(Continued from page 11)

Natural and convenient gateway to this fabulous area of mountains, forests, streams, lake and seashore, is Glacier National Park in the Montana Rockies, on Great Northern's main transcontinental line.

Glacier Park and adjoining Waterton Lakes National Park in Canada, are in themselves, complete summer vacationlands, with just about everything the most exacting vacationer could ask for. There are soaring mountains, trout-filled lakes and streams, glistening glaciers, cool green valleys and mile after mile of foot and saddle trails. The Park also boasts a splendid motor highway system. Fine hotels and rustic chalets provide comfortable accommodations and excellent food.

Round trip rail tickets from West Coast or Eastern cities via Great Northern are available with optional return trip routing over Canadian rail lines, permitting visits to Jasper Park, Banff, Lake Louise and other Canadian Rocky Mountain resorts, in connection with Glacier, using convenient motor coach service between these points. The trip may be made in reverse, with return over the Great Northern.

Travelers en route to or from Pacific Northwest, California or Eastern destinations, as well as those who are Northbound and Southbound, may avail themselves of economical stop-over tours in Glacier and Waterton Lakes National Parks.

All-expense tours of from one and one-half, to five and one-half days, include sightseeing in comfortable panorama-view motor coaches, launch trips, lodging, and meals within the Park. Passengers on the Diesel-powered Oriental Limited, which stops at the Park from June 15 through September 15, begin their

(Continued on page 14)

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A student in Penn State's famous fishing class had hooked a very small trout and had wound it in till it was rammed against the end of the rod.

Pupil: "What do I do now?"

Instructor: "Climb up the rod and stab it."

Accessory

A puzzled small girl watched a party of anglers putting off in their boat.

"But, Mummy," she asked, "do the fishes like all that beer?"

* * * No Overtime!

Jack—Who was the first man to start a forty-hour week?

John—Robinson Crusoe—he had all his work done by Friday.

Starved

Just as a small-town butcher was explaining the merits of a roast to a customer, a woman rushed in and interrupted him.

"Give me half a pound of cat meat—quick!" she ordered. Then she turned to the first customer and said: "I hope you won't mind my being served ahead of you."

"Oh, no," shrugged the first woman, "not if you're as hungry as all that."

It's Stutter Time

Two men were standing on a street corner when a third man came up and said "Whhatt t-t-time is it?" The man who was asked gave no reply. Again the man asked: "Wwwatt t-t-t-t-ime is it p-p-please." The other man turned and said "eight thirty!" After character number three had gone, character number two asked: "Why didn't you tell him the time, you have a watch?" To this the other replied, "Do yyyyyou t-t-think I want to gggget my b-b-b-lock knocked off?"

* * * Moot Subject

First Farmer: "The governor made a right good speech in favor of us farmers—didn't he?"

Second Farmer: "Yep, guess he did. But a half hour's rain would o' done us a heap more good."

Watch Your Language!

American Tourist: "Where am I at?"

Englishman: "My dear fellow, you use terrible grammar. You should say: 'Where is my 'at'."

Reason

Hubby: "I wonder why we never manage to save anything?"

Wifey: "It's the neighbors; they're always doing something we can't afford."

Thirteen

International Peace Park



Archdeacon Middleton

Mr. Fisher

Glacier National Park in Montana and Waterton Lakes National Park, adjoining it in Canada, became known in 1932, through the efforts of Rotary International, as the first International Peace Park. The entire area was dedicated in the name of the long standing peace and good will between Canada and the United States.

In 1947, Rotary International sponsored and dedicated identical peace cairns, side by side on the International Boundary within the park area, to further impress upon visitors, the over 100-years of peace and friendship between two great North American nations.

Dates for the 1950 Waterton-Glacier International Peace Park Assembly are July 15-16, with head-quarters at Many Glacier Hotel.

The Havre, Montana, Rotary Club will be host to the 1950 International Assembly, with all Rotary Clubs in Alberta and Montana participating. Ceremonies include two addresses by John Fisher, internationally known Canadian commentator.

The Ven. Archdeacon S. H. Middleton of Cardston, Alberta, for 40 years principal of St. Paul's Indian School on the Blood Reserve, is chairman of the International Peace Park Committee.

Summer Railroad Hour

The Railroad Hour, with singing stars Gordon MacRae and Lucille Norman, makes a change of pace on Monday, May 29, when the Summer Show Train replaces the musical romances heard during the winter season.

With Carmen Dragon's orchestra and the chorus directed by Norman Luboff supporting the stars, the summer programs will offer light classical and popular music and songs by composers whose operettas and musical comedies have established them as favorites with the railroad show audience. Each program will depict the highlights of the entertainment world during a particular year, a tuneful tour of the past half century, ending on a modern note.

Rated by scientific audience research specialists as the top program of its type on the air, the Railroad Hour is heard by millions of listeners each week on NBC.

GLACIER-WATERTON PARKS

(Continued from page 12)

tours at one or the other of the Park gateways, depending upon direction of travel, and continue their rail journey from either gateway upon completion of the Park tours.

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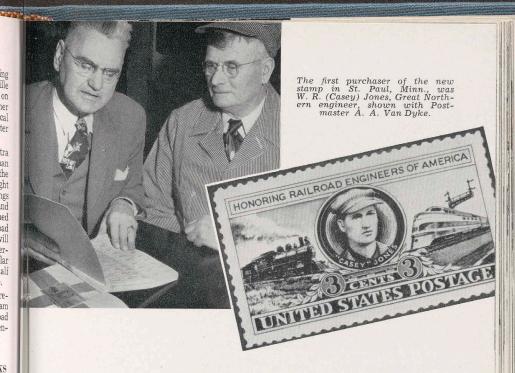
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Great Northern travel experts, as well as independent tour agencies, have arranged various all-expense tours that combine the thrills of Glacier Park with those of Yellowstone Park, the Canadian Rockies and the Pacific Northwest in various combinations. Cost is moderate, and all details are prearranged, relieving the vacationer of all cares and worry.

Complete information is available from Great Northern travel representatives located in major cities throughout the country, from independent travel bureaus, or local railroad agents.

Fourteen



Stamp Honors Locomotive Engineers

A commemorative 3-cent United States postage stamp honoring the railway locomotive engineers of America has been issued. The stamp bears the portrait of John Luther "Casey" Jones, most famous of all engineers. First day sale of the stamp was made at Jackson, Mississippi, home of the ill-fated engineer, and where his widow still resides.

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On April 30, 1900, piloting the Illinois Central's passenger train No. 1, the "Cannonball Limited", the 36-year old engineer left Memphis, Tennessee, just after midnight, intent upon making up an hour and a half lost time. Only a few minutes behind schedule outside of Vaughan, Mississippi, at 4 AM, Casey "barreled" locomotive 382 around a foggy

curve into a freight. The fireman jumped to safety, but Casey lost his life at the throttle, to save his passengers.

Although the collision caused little comment at the time, the ballad "Casey Jones"*, became so famous, it made him the symbol of courage in railroading.

The stamp is unique in that it is the first United States postage stamp to honor a group of railroad men, although it is the sixteenth such stamp which has depicted some aspect of railway transportation, or which has included in its design an illustration of a railway locomotive, car or train.

*Copyright 1909 by Newton and Seibert. Copyright renewed.

Fifteen

First Train Trip



Brownie Troop ready to board train at GN's Sauk Centre station.

The Great Northern conductor was a busy man, when a group of eleven Sauk Centre, Minnesota Brownie girl scouts, most all first-time train travelers, descended on him.

The ride wasn't a long one, only about seventy miles for the round trip, but it was an eventful one, not only for the girls, but for everyone concerned.

The troop, led by two Sauk Centre matrons, left Sauk Centre at 11:45 AM, and returned at 5:15 PM, the same day. Each Brownie had her own "nose bag" lunch which she attacked with considerable gusto as soon as she got aboard the train. The conductor thoroughly enjoyed the trip waiting on the young ladies, supplying them with napkins and helping serve pop. He was rewarded with a rousing serenade of songs.

All Alexandria, Minnesota, destination of the train trip, must have known when the girls hit town. They were the guests of the local radio station and a soft drink plant where they were all given free bottles of Coca Cola, a pencil and a ruler. Following the tours, they

went on an all-out "shopping spree" of Alexandria's ten-cent stores, and treats in a cafe before returning to the depot for the homeward trip.

The leaders enjoyed the trip as much as the kiddies, but all felt badly because the 12th member of the troop was out of town and couldn't be with them.

One of the Brownies summed up the feeling for the group. On the way home she said, "Gee, I hope we never get there."

Idaho Kamloops

In "Field and Stream's" annual fishing contest for 1949, Lake Pend Oreille on Great Northern's main line in Northern Idaho, placed seven of the ten winners in the rainbow trout division, including first, second and third places. Top catch from the big Idaho lake was a 29-pound, 1-ounce Kamloops.

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Although "Field and Stream" does not have a Dolly Varden classification in its contest, it has established a 32-pound Dolly Varden caught at Pend Oreille in October, 1949, as the official world record for that species.

While the scrappy rainbow and the colorful cutthroat dominate piscatorial conversation 'round Pend Oreille way, it is the lowly kokanee that provides the average fisherman with his sport and bag.

Known variously as a blueback salmon, silver salmon, sockeye salmon or redfish, the kokanee is so plentiful in Lake Pend Oreille waters that the state has never seen fit to put a limit on the catch.

The kokanee, originally a salt-water species, curiously first appeared in Pend Oreille out of nowhere in the 1930's, and has since multiplied in great numbers. It is the only Pacific salmon able to live and mature in fresh water.

Sixteen



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On the Mendocino County coast. Inland or by the sea, Redwood Empire scenery is spectacular the year around.

Right: Along the splendid Redwood Highway. Ninety-seven per cent of all redwoods (sequoia sempervirens) grow in this area.



Year 'Round Playground

The far-flung Redwood Empire, comprising 8 counties in Northern California, and Josephine county in Southern Oregon, is truly a four-season vacation playground. The entire area is delightfully cool during the summer months, a riot of multi-colored autumn tints in the fall, evergreen in winter, and green with a profusion of delicately colored blossoms during the spring.

No matter what the vacationer desires, he will find it in this especially favored region, and in almost every degree, from the solitude of deep primeval forests, to the scintillating night life of San Francisco, Southern gateway to the area.

Here are giant trees, hundreds of feet in height, the largest and oldest living things on the earth, national forests and monuments galore, untold miles of picturesque seashore dotted with splendid bathing beaches, thousands of miles of clear, tumbling streams, sparkling lakes, quiet bays, lagoons and inlets, mineral springs, geysers and other phenomena. It is a land of fertile valleys, rolling foothills, colorful orchards, vineyards, fields, dominant mountains, historic shrines and old missions.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

U.S. Wheat King



Mr. Woods

William R. Woods of Tioga, North Dakota, on Great Northern's main transcontinental line, has been named "Wheat King of the United States". The veteran Williams county farmer, in competition with wheat growers from 21 states, was declared winner of the annual Philip W. Pillsbury award. In addition to a trophy, Woods received a \$100 check and a trip to Minneapolis, Minnesota.

The sample of Mida wheat submitted by Woods test-weighed 63.6 pounds per bushel. Farmer Woods also took top honors in the durum class.

A year ago, Woods won the Greater North Dakota Association's trip to the International Hay and Grain Show at Chicago.

Eighteen

Glacier Park Fishing

The 1950 fishing season in Glacier National Park in Montana opened on May 21.

Park limit is 10 fish or 15 pounds and one additional fish, while the state limit is 15 fish not to exceed 10 pounds plus one additional fish. No license is required within the Park.

During the past year, 785,125 trout fingerlings, obtained from the U.S. Fish and Wildlife Glacier Hatchery near Creston, Montana, were planted various lakes and streams throughout Glacier Park as follows: native trout in Lake McDonald, Bowman Lake, Kintla Lake, Camas Creek, Dutch Creek and Mud Lake, all West of the Continental Divide. Rainbows were planted in Two Medicine, Swiftcurrent and Josephine Lakes, and brook trout in Two Medicine Lake, Upper Two Medicine Lake, St. Mary Lake, Josephine Lake, Red Rock Lake, Bullhead Lake and Cut Bank Creek. Mackinaws were also planted in St. Mary Lake.

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GN Annual Meeting

Following the annual meeting of stockholders of the Great Northern Railway Company held at Saint Paul, Minnesota, in May, directors authorized payment of a 75 cents per share dividend to be paid June 21, to stockholders of record as of May 22. The railway paid a \$1.00 per share dividend on March 21.

Directors re-elected to three-year terms at the meeting are; F. Peavey Heffelfinger, Minneapolis, executive vice president, F. H. Peavey & Company; Grant Keehn, New York City, vice president, First National Bank of the City of New York; Richard C. Lilly, Saint Paul, chairman, First National Bank of Saint Paul, and Walter G. Seeger, Saint Paul, president, Seeger Refrigerator Company.



Vancouver, British Columbia, is the only city in North America to have multiplied its population more than 200 times in two generations.

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Alexander "Scotty" Beaton veteran lookout for the United States Forest Service in Glacier National Park for twenty-six years, died on April 28, 1950.

Mountain Trails Saddle Club will stage a Gala Days celebration at Whitefish, Montana, June 10-11. Saddle clubs from nearby communities will participate.

Trains 1 and 2, The Empire Builder, via SP&S Ry. between Spokane and Portland, stop at Stevenson and Bingen-White Salmon, Wash. to entrain and detrain revenue passengers to or from points east of Spokane.

W. J. Garrity, Great Northern's TF&PA, Helena, Montana, is in charge of the Reservation Bureau at Glacier Park Hotel, assisted by Morris Lanpher, passenger representative. Wilbur R. Pownall is Information and Pullman agent at Many Glacier Hotel. Oscar M. Woodall is Information Agent, Lake McDonald Hotel. Obert Evenson is Information Agent, Glacier Park Hotel. Charles R. Porter is Information Agent, Many Glacier Hotel.

Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1950, are: Albert Ahlberg, welder, Willmar, Minn.; Maxime Bourassa, brakeman, Minneapolis, Minn.; Orin P. Brigham, conductor, Portland, Ore.; Mike Freemark, brakeman, Breckenridge, Minn.; Ernest Horsfall, conductor, Spokane, Wash.; Stephen J. O'Gara, conductor, St. Paul, Minn.; George A. O'Neil, engineer, St. Paul, Minn.; Charles L. Scofield, physician and surgeon, Benson, Minn.; Earl Smith, engineer, Interbay, Wash.; Harry G. Tibbs, conductor, Tampa, Fla.; Gunnar F. Wallin, car inspector, Minneapolis, Minn.

Members reported pensioned during May, 1950, are: Harry W. Costigan, assistant general freight agent, Seattle, Wash.; John B. Kimball, traveling engineer, Vancouver, Wash.; Alex. D. Chisholm, machinist, Havre, Mont.; Ole Wold, engineer, Minot, N. D.; Ole Raaum, boilermaker helper, Williston, N. D.; Frank F. N. Lankey, millman, Spokane, Wash.; Roy C. Welker, carman painter, Hillyard, Wash.; William A. Morrison, traveling engineer, Whitefish, Mont.

Nineteen

3 Great New Streamliners!



The Twin INTERNATIONALS starting service June 18. 3 times daily

SEATTLE-VANCOUVER, B. C.

Only all-streamlined train serving Canada

The Red River starting service June 25

starting service June 25
Each Way — Every Day

ST. PAUL-MINNEAPOLIS • ST. CLOUD FARGO • GRAND FORKS



You Go GREAT When You Go GREAT NORTHERN

The Great Morthern GOAT JULY 1950











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A pleasant and relaxing evening before a roaring fireplace.



Dudettes choose their mounts for trailriding.



Jaded appetites are stimulated by hikes in bracing mountain air.



Montana and Pacific Northwest Offer Many Fine Dude Ranches

Since the vast expanses of the Western United States and Canada were first opened to settlement many years ago, youngsters have played at being cowboys and cowgirls. Judging from the great influx of dudes and dudettes, to what has since become dude ranch country, the urge to ride the range persists with most people through adulthood.

Montana and the Pacific Northwest, served by Great Northern Railway, are dotted with ranches which offer vacationers everything they could possibly desire for this popular type of holiday.

There are ranches complete with every city convenience, and, ranging to the other extreme, there are ranches where one actually does "rough it", but in solid comfort. Then there are special ranches just for teen agers where city youngsters get the touch of nature that is the rightful heritage of all young people. All have one thing in common, however, and that is an abundance of excellent food, tastefully prepared, and clean, comfortable accommodations.

A dude ranch is a bona-fide ranch, not merely a summer hotel, tourist camp or hunting lodge. A dude is someone who is paying board to stay on a ranch, or who is paying someone to guide and cook for him out in camp. The word "dude" is in no way disrespectful, nor does it imply that the visitor is a tenderfoot.

There are no set programs for the dude ranch guest to follow, although there is never a lack of activity. He may be just lazy and relax, or, if he wishes, he can become a part of the outfit and wade right into all ranch activities. There is something doing all the time. Moonlight rides, over-

night pack or chuck wagon trips on the range, barbecues, boating, swimming, fishing, all day picnics, occasional trips to nearby towns, and, usually on Saturday nights, square dancing. During the evenings, there may be singing and story telling around an outdoor fire, or before a huge indoor fireplace.

Above all, there is a spirit of genuine friendliness and a lack of formality. Everyone wears plain outdoor clothing. Washable riding outfits, shirts, Levis, riding breeches, slacks, sweaters, shorts or sports clothing—the usual clothes one would wear on an outing in the country.

There is no finer selection from which to choose than the ranches and mountain resorts served by the Great Northern Railway in Montana, Idaho, Washington, Oregon, Alberta and British Columbia. They offer medium altitudes, bracing atmosphere, sunny days and long Northern evenings, starry crisp nights, many crystal clear streams, rivers, lakes and mountains. Wherever you choose to hang your hat, you'll find courtesy and attention to your every comfort.

Several of the ranches are located close to Glacier National Park in the Montana Rockies, which is often called the greatest dude ranch country of all. These ranches feature saddle-trips into the Park.

The dude ranch vacation season in Montana and the Pacific Northwest extends from early May well into October. Many of the ranches and resorts remain open until late fall for hunting parties. Others operate for a period during the winter months and offer a wide variety of winter sports.

Three

The Great Northern



Vol. 20

July, 1950

No. 7

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

IVAN A. COPPE, Editor

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

The Goat's Cover



Opening Day of the 1950 Seattle Yacht Club's Annual Regatta on Lake Washington.

> Photo by Josef Scaylea

Your Railroads

Railroads contribute in many ways to the nation's well being. Their first and most important function is to supply the demands of the public for freight, passenger, express and mail transportation. In meeting that demand, they serve other economic ends as well as contribute in large measure to the prosperity of the nation.

For example, the railroads furnish work and means of livelihood to about one and a quarter million American citizens.

They pay out more than \$4,300,-000,000 in wages annually—wages which find their way into all channels of trade and commerce.

They give indirect employment to many additional workers who manufacture and distribute the products bought and used by railroads in construction, maintenance and operation.

They expend about \$1,800,000,000 a year for materials and supplies utilized in their operations.

They spend \$1,285,000,000 for capital improvements.

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They contribute around \$850,000,-000 a year to the cost of government in taxes.

They provide banks, trust companies, life insurance companies, colleges and universities, eleemosynary institutions and hundreds of thousands of individual investors with an important field of investment.

All things considered, the railroads are not only the backbone of the American transportation system, but they are a tremendously important bloodstream of the nation's economic system.

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On trail descending from Grinnell Glacier to Grinnell Lake.

Hikers take time out for lunch near

← Grinnell Glacier and Mount Gould.

Photos by Walt Dyke.

One Thousand Miles of Hiking and Riding Trails

The horse and the pedestrian still hold their own in Glacier National Park in the Montana Rockies, the greatest trail area in our national park system. There are relatively few miles of motor highways in Glacier, but more than 1,000 miles of trails lure the rider and hiker.

This great network of trails was constructed especially to permit the average city tenderfoot to enjoy a taste of unmarred wilderness. Trails have been planned to reveal the most spectacular views but are limited to grades of no more than 15 per cent. No strenuous mountain climbing is necessary.

Short walks from any of the seven hotels and chalets take the visitor to spots where no motor noise or fumes have ever penetrated, and to streams and lakes where he may fish in solitude, and without a license. Longer hikes and rides of a half day or a day, or guided pack trips of longer duration, lead to scores of magnificent areas.

Rock walls along narrow ledges and deep mountain lakes do not disturb the natural effect, yet assure safety. Half tunnels pierce sheer cliffs so that riders and hikers can reach points of vantage which only Alpinists might otherwise scale.

The popularity of Glacier's trails is enhanced by the fact that this national park has no poisonous snakes, poison oak or poison ivy. All trails are well marked and may be followed easily without guides. However, conducted rides are scheduled daily from the hotels, and walks with ranger-naturalists who describe the natural phenomena are especially popular.

Five

Rail Research Laboratory



For Greater Rail Efficiency.

A new million-dollar Central Research Laboratory of the Association of American Railroads is serving as the nerve center for research carried on by the railroads. It is the head-quarters for mechanical, engineering and sanitation research, and will provide facilities for testing shipping containers.

Location of the laboratory on the campus of the Illinois Institute of Technology in Chicago, will benefit the railroads with the assistance and services of that institution, and typifies the close working relations between the railroads and technical educational institutions in research.

In the mechanical testing part of the laboratory, tests of designs and materials will be studied. In the electrical section, electronic stressmeasuring equipment valued at a quarter of a million dollars is used to study stresses and impacts on track structure, bridges and rolling stock. On a spur track in the rear of the building, heavily loaded freight cars will be deliberately bumped together. Weight and speed of impacts will be measured and photographs taken to show effects on the load in each car. This is to test the ability of certain new types

of containers to withstand shocks and vibrations.

Instruction courses will be held to acquaint railroad personnel with latest techniques. Inspectors, clerks, foremen, claim adjustors and others with similar duties will acquire valuable information on the performance of containers, which they can pass on to shippers.

The new laboratory reflects the growing importance of research in railroading. During the past half century, railroad research has paid big dividends to the public and to the railroads. Greater efficiency has helped the railroads absorb rising costs, and has provided the public with better service at lower prices.

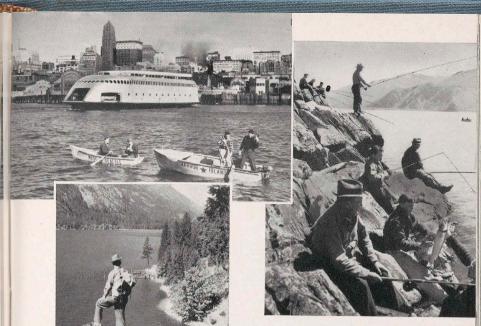
Glacier Park Saddle Service

Saddle-horse trips and guide services from Prince of Wales Hotel in Waterton Lakes National Park are operated by Andy Russell, Guide and Outfitter, Skyline Saddle Horses, Waterton Park, Alberta, Canada. Special rates are offered for all-expense fishing and photographic trips of more than one day's duration.

Lewis Diamond L Horses, Browning, Montana, operates saddle horse services in the Many Glacier and Lake McDonald Hotel areas, and Bryant Graves, East Glacier Park, Montana, in the Glacier Park Hotel

Thundering Rails

Described as "a new type of motion picture short subject", titled "Thundering Rails," which tells the amazing story of modern railroads in terms of movement and scenic beauty, has been recently released by Universal-International Pictures and is now being booked and shown in theatres all over the country.



Head of Lake Chelan near Stehekin, Washington.—Wenatchee Chamber of Commerce Photo.

Sheepherders' Point, a favorite spot for fishermen at Lake Pend Oreille in Idaho.

Upper left: Prize salmon are often taken in the shadow of Seattle's skyline.—Washington State Advertising Commission Photo.

Piscatorial Paradise

The Pacific Northwest States form an area where any sportsman can be "fish happy" all year around. Because of abundant native species and extensive planting, the open season is unusually long and bag limits especially generous. Most trout waters in this region are open from early Spring through late Fall, and for many other varieties there is no closed season.

Cutthroat, rainbow, Eastern brook, silver and lake trout, the grayling and Kamloops make the Pacific Northwest the prime trout section of the Continent, while salmon, tuna,

bass, whitefish, pike, perch, bluegill, crappie and steelhead add diversity.

In Washington and Oregon, anglers can head in any direction and find excellent sport. There is deep sea fishing all along the coast, while fresh water Waltonians have hundreds of lakes and streams from which to choose.

Dozens of famous fishing resorts in Montana, Northern Idaho, Washington and Oregon are directly on the main transcontinental route of Great Northern. Numerous ranches served by the railway feature pack

(Continued on page 8)

Seven

Skiway to the Clouds



Artist's conception of the new Skiway on Oregon's Mount Hood. Photo by R. H. Hancock & Associates.

The world's largest and longest passenger-carrying aerial tramway is expected to be in operation on the slopes of Oregon's majestic Mount Hood by December 1.

The tram will use "skyhook" equipment developed for use in large scale logging operations and modified for passenger-carrying. Nearing completion also is work on the two 36-passenger coaches which will carry sightseers, vacationers, tourists and skiers on the aerial trip up the mountain from Government Camp to the 6,000-foot level at Timberline Lodge.

The lower terminus rests at an elevation of 3,800 feet, 55 miles East of Portland, Oregon. The beautiful new Skiway Terminal building houses a completely equipped ultra modern restaurant, snack bar, gift shop, guest lounge and ski shop. Upper terminal is at the threshold of Timberline Lodge.

Thirty-eight massive steel, A-shaped towers, varying in height

from 40 to 72 feet, support four giant cables stretched over the 3.1-mile route straight up Oregon's loftiest mountain from the lower terminal building to the timberline landing.

Future plans include an all-weather parking area for an additional 500 cars adjacent to the lower terminal, construction of an upper terminal building, flood lighting, and a new wing to the lower terminal building.

PACIFIC NORTHWEST

(Continued from page 7)

trips into primitive areas where many waters have never before been touched by a trout fly. Glacier National Park in the Montana Rockies, offers splendid lake and stream fishing. Within the confines of the Park, no license is necessary.

The record-breaking Kamloops trout of Lake Pend Oreille in Idaho, lure sportsmen from all over the world. Nearby Lake Coeur d'Alene, Lake Chelan in Washington, and Whitefish Lake in Montana, are equally popular, with good fishing the rule rather than the exception.

The Northern Missouri River and its tributaries have been famous for good fishing since the days of Lewis and Clark. Loch Leven and rainbow trout are especially plentiful. Walleye pike abound in the Marias River. Such noted fishing waters as the Kootenai and Flathead Rivers, Flathead Lake and many more, are also conveniently reached by Great Northern's streamlined Empire Builder and the Oriental Limited.

A new and comparatively unfished playground is the great reservoir formed by Fort Peck Dam near Glasgow, Montana. This man-made lake with 2,000 miles of shoreline is now well stocked with rainbow, walleyes, bass, crappies, yellow perch and sockeye salmon.

Eight



Great Northern's Havre, Montana, station before and after remodeling.

GN Streamlines Stations

One of the most modern, as well as one of the most impressive buildings in Havre, Montana, is Great Northern's passenger station and office building, completely remodeled and streamlined inside and out at a cost of approximately \$150,000.

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Clean cut and functional, the 36x 232-foot, two-story structure is faced with blond brick. Glass block entranceways on the ground floor add to the general attractiveness, while sheltering eaves that project from the sides, add much to the smooth f wing lines of the structure.

Long rows of windows, providing sunlight and airy ventilation for the many offices, encircle the second floor, which is the focal point for thousands of miles of Great Northern operations.

The first floor, in addition to ticket offices and waiting rooms, houses Railway Express, baggage and train order offices.

One of the major problems in the remodeling program was the necessity of keeping the passenger station in operation while work progressed on the building, even when the roof of the old structure was being removed in order to lower the ceiling. During building operations, a temporary roof was installed and the station was kept open at all times during the ten-months work on the structure.

In addition to transforming the old depot into a modern office building and passenger station, Great Northern has also added additional stalls to its Havre diesel shops.

Nine



ular service into Camparted June 18, between Sed Wash Vancouver, British bia. (Continuer ege 12)

Parlor-lounge cars "Portrouttle Vancouver", are named ling



New INTERNATIONALS provide 3-times daily service each way between Seattle and Vancouver, B. C.



Sleepy Hollow seats on INTERNA-TIONALS coaches are upholstered in pine tree design.

parlor-lounge of the INTERNA-TIONALS features carvings of myrtlewood.



le GN Amliners

plete retrains were added to the strain of fleet of deluxe durn; ne. Twin INTER-5, first-lined trains in reginto and, started service on the strain of the s

cars Seattle" and "Port of tre not the INTERNATIONALS" tertaires.



Comfortable accommodations for 60 passengers in each RED RIVER coach.



Dining facilities for 21 on the RED RIVER at tables and in the coffee shop.





Forward end of the parlor section of Great Northern's new RED RIVER.

Seattle Seafair



Willa Worthington, National Women's Water Ski Champion, will defend her title at Seattle's Seafair.

"Seafair" is the theme and the billing for Seattle's first full-dress, all-out civic celebration since the city's Alaska-Yukon-Pacific Exposition and the colorful Potlatches. Premier of the gala water carnival is set for August 11 to 20, when marine and aquatic events will enliven and dramatize Seattle's unrivalled lakes and waterways through ten thrill-packed days.

Seattle is richly endowed with flowers, mountains and scenic splendor. But above all, Seattle is the boating capital of the world. Puget Sound has nearly 40,000 registered boat owners outdoing even New York, which has a few more boats, by something like 14 to 1 on a per capita basis.

Hundreds of miles of shoreline, salt and fresh, lie within the city's limits, and 25,000 miles of protected cruising waterways beckon the small boat skipper who sails from Seattle. The largest locks in America are located here and Seattle is the home port for one of the world's largest fishing fleets.

(Continued on page 18)

GN STREAMLINERS

(Continued from page 11)

RIVER began regular operation June 25, between Saint Paul-Minneapolis, Minnesota, Fargo and Grand Forks, North Dakota.

The new streamliners were designed expressly for the territory they serve. Two coaches, a cafecoach and parlor-lounge on each of the INTERNATIONALS are decorated to symbolize the Pacific Northwest. Bas relief carvings on rare Oregon myrtlewood and stainless steel etchings reproduce the wild game, fishing, logging activities and scenic highlights of Puget Sound industrial and recreational regions.

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The cafe section, which seats 24, has engraved edge-lighted frieze panels depicting a rhythmic pattern of flying ducks, and on the pier panels between windows are small bas reliefs in myrtlewood featuring wildlife of the Pacific Northwest.

A novel table arrangement in the cafe utilizes lounge-type seats against either wall with chairs on the aisle. Tables for four on one side of the car are placed diagonally, and on the opposite side are triangular tables for two.

The parlor-lounge car has seating for 29 in settees and lounge chairs. Also in this car is a baggage inspection room for U. S. and Canadian customs officials.

RED RIVER coaches are decorated with plastic engravings of the wild prairie rose and moccasin flower, state flowers of North Dakota and Minnesota, respectively, blue gentians and sunflowers. In the observation section, bas relief panels of Midwestern maplewood picture farm scenes, grain elevators, and a frieze of flying Canada geese, one of the game birds of this famed hunting area. Carved glass mirrors in the

(Continued on page 14)

Twelve



Extra Effort

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Easing the engine to a stop at a water tank, the old engineer briefed his green young fireman. The fireman climbed to the tender, as per instructions, and managed to bring the spout down all right. But somehow his foot tangled in the chain and he floundered right into the The engineer regarded him and his plight with a jaundiced eye. "Just fill the tank with water, Son-

Domestic Discretion

ny," he drawled. "No need to tramp

Sam: "My wife talks to herself." "So does mine, but she don't realize it. She thinks I'm listening." * * *

Worse or Worst

A patron wearing a hearing aid entered a cab and the driver remarked, "Those things any good?" Patron replied, "I would be lost without it." "Must be tough to be hard of hearing," sympathized the cabbie, "but nearly all of us have something the matter one way or another. Take me, for instance, I can hardly see!"

Puddin' or Paint

Grocer-"You want a pound of ochre? Is it red orche for painting bricks?"

Small Boy-"No, it's tappy ochre wot Ma makes puddin' with."

Give and Take

Two battered old wrecks of humanity were sitting together on a bench in the city park, when one informed his neighbor, "I'm a man who never took advice from anybody."

"Shake, old fellow," said the other, "I'm a man who followed everybody's advice."

Just a Matter of Time

One early Spring morning a snail started to climb a cherry tree. He was inching his way up when a smart-alec beetle stuck his head out of a crack in the tree and said. 'Hey, y'dope, you're knocking yourself out for nothing. There ain't no cherries up there.

"Don't let it worry you, bub," "There will be snapped the snail. when I get there.'

Fitting

"Professor, I've made Old Grad: some money and I want to do something for my old college. I don't remember what studies I excelled in."

Prof: "In my classes you slept most of the time."

Old Grad: "Fine! I'll endow a dormitory."

Thirteen

California In Summertime



Surf splashing at Laguna Beach, California. All-Year Club of Southern California Photo.

Accepted standards of conduct for fish are completely reversed by the grunion, an unusual little Southern California fish. They actually crawl up onto the beach for fishermen to catch. The grunion, found only in Southern California, according to the All-Year Club of Southern California, flops onto the beach at high-tide in the light of the moon to deposit eggs in the sand. It is then that vacationists line beaches and grab the fish before waves carry them back to sea.

Among the best grunion hunting grounds is at the seaside community of La Jolla at San Diego. Runs of the "traveling" fish occur in July, August and September.

Southern California's dry subtropical summer climate is a pleasant surprise to visitors. There normally is only one day with rain during the entire three months at Los Angeles. Normal noon temperatures reach a maximum of less than 78 degrees, and nights are so cool that blanket sleeping is comfortable.

(Continued on page 17)

GN STREAMLINERS

(Continued from page 12)

dinette section of the parlor observation car picture the sugar beet, potato, wheat and dairy farms of the rich Red River Valley.

The dinette section of the parlor observation car seats 12, and features the same unusual table arrangement as on the INTERNATIONALS. Rare carved glass mirrors in gold, silver, green and red, accent the cool greens and grays of the other decorations. In addition, complete meals at economy prices, and snacks, are served in the pleasant coffee shop section. Dashing red upholstery makes the counter seats as attractive as they are comfortable. Noise is eliminated by a counter-top of tan linen Formica, with a lighted purse shelf under the counter.

The parlor or observation section toward the rear of the car seats 20. On each side are nine comfortable chairs, and occupying the tapered and rounded end is a double settee.

All cars on each of the new streamliners are, of course, air-conditioned and heating is thermostatically controlled. Windows are non-fogging with shatterproof glass, and venetian blinds add to passenger comfort. Strong but restful illumination is provided by a combination incandescent and fluorescent lighting system.

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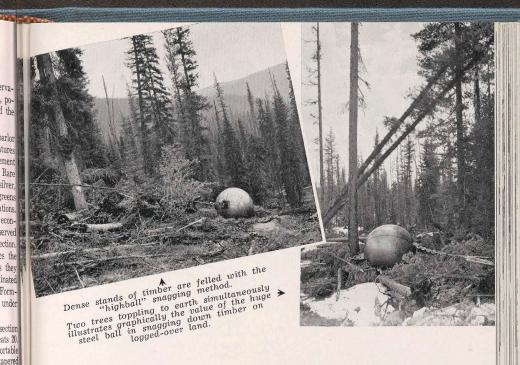
trac

The spacious coaches seat 60 persons each in delightfully comfortable foam rubber "Sleepy Hollow" seats with individual foot rests affording complete relaxation.

The five car trains, with 2,000 HP diesel-electric locomotives, were constructed by the American Car and Foundry Company and the Electro-Motive Division of General Motors.

(Continued on page 16)

Fourteen



Hungry Horse Dam in Northwestern Montana

The revolutionary "highball" clearing operation being pioneered this year in the 22,500-acre Hungry Horse reservoir area on Great Northern's main line in Northwestern Montana is proving so successful that the crash of trees falling before the relentless assault of the 8-foot diameter steel balls is echoing around the world.

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Product of the imagination and engineering know-how of the two major clearing contractors working in the big Bureau of Reclamation reservoir, the amazing "highball" clearing scheme utilizes huge 4½ ton steel balls pulled with steel cables behind teams of powerful diesel tractors. The name "highball" de-

scribes the new clearing method particularly well, not only because of the large steel balls, but also because the mechanized scheme clears timbered land at a rate rivaling the legendary feats of Paul Bunyan. The "highball" clearing method uproots practically all of the large trees. Dead snags and some of the trees snap off like match sticks when struck by the cable.

Although the new land clearing idea has been in use only a short time, its unbelievable speed and efficiency is attracting widespread interest among logging and clearing contractors.

(Continued on page 18)

Fifteen

GN Vets' Convention







Marthaler

Scott

Hoelscher

Great Northern Railway "Old Timers", active and retired employees with 25 or more years of service with the railway, held their 38th Annual Convention at Spokane, Washington, in June. More than 1,200 Veterans attended the 1950 meeting.

Jacob H. Marthaler, Saint Paul, was elected president of the Association; Leonard W. Scott, Minneapolis, vice-president, and J. Henry Hoelscher, Saint Paul, secretary-treasurer.

Robert B. Ortt, Edgar J. Stone, both of Saint Paul, and Adolph K. Engel of Seattle, were re-elected directors.

Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1950, are: Joseph Crotty, blacksmith helper, St. Paul, Minn.; Albert E. Denchfield, clerk, St. Cloud, Minn.; Thomas Golden, section foreman, Minneapolis, Minn.; John Lahr, wood machinist, St. Cloud, Minn.; Thomas W. Long, conductor, Whitefish, Mont.; Harvey A. Rowe, engineer, Willernie, Minn.; William Rawles, clerk, St. Paul, Minn.; Joseph H. Walsh, conductor, Grand Forks, N. D.

Members pensioned during June, 1950, are: Clemens B. Boniak,

switchman, Superior, Wis.; Lloyd G. Smart, ticket agent and operator, Butte, Mont.; Arthur T. Mallinger, engineer, Pelican Rapids, Minn.

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Alaska Bound via GN

Sixteen representatives of the Fouke Fur Company, Saint Louis, Missouri, traveled on Great Northern's Oriental Limited recently between Saint Paul, Minnesota, and Seattle, Washington, en route to the Pribilof Islands, Alaska. They will spend the summer hunting seals and preparing the skins for auction by the United States Government at the Saint Louis Fur Market next fall.

The Pribilof Islands in the Bering Sea are the natural breeding grounds of 90 per cent of the remaining fur seal herds. After the summer breeding season, the seals leave the Islands in the fall on their annual sea migration, going south, some as far as Southern California. Only three-year-old males of the best fur-bearing are taken.

GN STREAMLINERS

(Continued from page 14)

The RED RIVER schedule calls for one complete round trip daily, leaving Grand Forks at 7:30 in the morning, arriving in the Twin Cities in early afternoon. The return trip is made leaving Saint Paul at 5:30 PM, and Minneapolis at 5:55 PM. This schedule permits travelers from Grand Forks, Fargo, Moorhead, Fergus Falls, Alexandria and other points on the route, several hours in the Twin Cities for business, shopping or visiting.

Each INTERNATIONAL operates on a round trip and a half daily schedule providing three daily trips in each direction between Seattle and Vancouver.

Sixteen

CALIFORNIA

(Continued from page 14)

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Seattle

More fiestas and celebrations than ever before have been scheduled for this summer. These include approximately 140 events, ranging from contests to catch fighting yellowtail fish to trips to the highest point in the continental United States.

Old Spanish Days Fiesta will be held August 23-26 at seaside Santa Barbara, and will be opened with ringing of the bells at Mission Santa Barbara, ranked among most beautiful of the Spanish outposts.

The famous Symphonies Under the Stars concert series will be presented July 11 until early September in the Hollywood Bowl in the hills above radio and movieland.

The Pageant of the Masters, during which 52 famous paintings come to "life", will be held July 22-August 6 at the art gallery of Laguna Beach. The program traditionally ends with reenactment of The Last Supper.

The World's Largest Sailboat race in number of entries, a regatta of midget vessels, will be held July 30 at Newport Harbor, pleasure port for 4,500 vessels. This biggest race brings about 150 Snowbirds, an easily handled sailboat usually skippered by kids, into competition.

The San Diego Yellowtail Fishing Derby continues until August 20. The 400 top fishermen at the end of the contest compete September 9-10 in Derby Day.

Pack trains take vacationers to the highest peak in the continental United States, 14,496-foot Mount Whitney, along the eastern slope of the Sierra Nevada range. This area includes more than 2,000 trout fishing streams and lakes.

A FRIENDSHIP FIRMLY FOUNDED



Summer Railroad Hour

In a poll conducted by "Musical America" Magazine, 700 music critics in the United States and Canada have voted the Railroad Hour the best operatic program on the air. The railroad industry's radio show took the top spot over programs that have been familiar to radio audiences for many years.

Baritone Gordon MacRae and soprano Lucille Norman in the Summer Show Train program, heard over NBC on Monday evenings, will feature hit tunes of 1922 on July 17. Songs that were popular in 1938 will be heard on July 24, and melodies of the 1915-1920 period will be presented on the July 31 program.

The stars are accompanied by Carmen Dragon's orchestra and Norman Luboff's mixed chorus.

The Pacific Northwest Travel Association will meet in Spokane, Washington, October 6-7.

Seventeen

Diesel Chime Whistles

Because some derogatory remarks have been passed from time to time about the fog-warning blatancy of the present type of diesel locomotive horns, plus considerable nostalgia for the old steam train whistle, Great Northern is experimenting with a new warning device, a combination of three horns sounding single tones simultaneously.

Such devices, which produce a harmonious and pleasing musical chord somewhat in the soprano range, have been installed on the diesel locomotives of the railway's three new streamliners, the twin INTERNATIONALS between Seattle, Washington, and Vancouver, British Columbia, and the RED RIVER, between Saint Paul, Minneapolis, Saint Cloud, Fargo-Moorhead and Grand Forks, North Dakota, which began regular service in June.

Public reaction to the new warning devices has been favorable, and the locomotive engineers are getting used to the idea. There are reports, however, that the meadowlarks, bob-o-links and other feathered friends along the right-of-way consider the new chime whistle horns an encroachment upon what they once considered their exclusive domain.

SEATTLE SEAFAIR

(Continued from page 12)

In sporting events alone, Seafair will be quite a show. Top attractions include the National Water Ski Championships, the Pacific Coast Speedboat and Outboard Championships.

Once Seattle puts on its party manners and bids the world welcome to enjoy the way of living on Puget Sound, it will be known as one of the top play spots, along with its present reputation for scenic splendor.

Eighteen

HUNGRY HORSE DAM

(Continued from page 15)

Approximately 142,000 kilowatts of power from two Hungry Horse generators will be available by December, 1952, to help meet ever increasing Pacific Northwest winter peak loads, as the result of an accelerated powerhouse construction program now in effect at the Montana multiple purpose project.

Major item in the accelerated powerhouse construction schedule will be the use of structural steel for powerhouse wall columns, roof girders and crane rails instead of reinforced concrete. A metal roof deck will also be used instead of a reinforced concrete roof. These changes will permit erection of the framework for the powerhouse superstructure during the winter of 1950-1951, when it would be impossible to place reinforced concrete due to cold weather.

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Installation of the first two turbines is scheduled for completion by Spring of 1952, which will permit installation of the first two generators to be started at that time. The complete installation will give the plant a total capacity of 285,000 kilowatts.

Grand Coulee Tours

The Ephrata, Washington, Chamber of Commerce is sponsoring regularly scheduled tours to Grand Coulee Dam by chartered motor coach, leaving Ephrata each Saturday at 9:00 AM. Trip is by way of Soap Lake, Dry Falls, Sun Lakes Park and Coulee City. Return trip is via the Bacon Tunnel and Bifurcation Works. It is a 140 mile trip of seven hours duration. A Bureau of Reclamation representative explains points of interest and conducts parties through the dam.

Cost of the tour is \$3.90, plus 60 cents tax. Plans call for similar tours to be operated on Sundays.



The Pacific National Exhibition, held each year in Vancouver, British Columbia, and considered one of the largest in the West, is scheduled this year, August 23 to September 4.

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Grahame Hardy, publisher, Oakland, California, announces the publication of a new book entitled "Legends of the Comstock Lode" by Lucius Beebe and Charles Clegg, co-authors of "Virginia & Truckee" and other books of Western Americana. Ten "legends" included in its text are illustrated with old time and contemporary photographs.

A Farm Museum Committee has been appointed by the Minnesota Historical Society to explore the feasibility of a State Farm Museum in which pioneer implements of another day, such as old buggies, cutters, carts, plows, spinning and weaving implements, to name just a few of the items, will be brought together to preserve for all time the development of Minnesota agriculture.

The 48th Anniversary of the Bureau of Reclamation was observed with open house at Grand Coulee Dam, on June 17.

Martin James "Mart" Connolly, former North Dakota newspaper publisher, officer of the Greater North Dakota Association, and a widely known figure in North Dakota civic affairs, passed away on June 7.

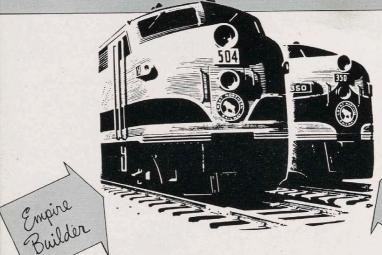
The Washington, D. C., Sesquicentennial Celebration, commemorating the 150th Anniversary of the establishment of the permanent seat of the Federal Government in the District of Columbia, is in progress through November 22, 1950. Music, drama, pageantry, festivals, fairs, sports, industrial, agricultural and scientific demonstrations are combined in a colorful Pageant of America, calculated to give a memorable and lasting appreciation of what it means to be a Free American.

J. C. Kenady has been appointed Great Northern's Assistant Right of Way, Land and Tax Commissioner at Saint Paul, Minn. V. W. Bice has been named the railway's Safety Supervisor with headquarters at Willmar, Minn.

Nineteen

GREAT NORTHERN'S

2 Great Trains



Criental Limited

EVERY DAY ·· EACH WAY

Chicago · St. Paul · Minneapolis · Spokane Seattle · Portland · California

YOU GO GREAT WHEN YOU GO



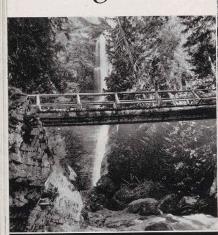
Great Northern

The Great Morthern GOAT AUGUST 1950



Sake chelan

QUEEN OF NORTH CENTRAL WASHINGTON LAKES

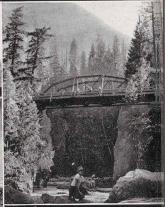


Forty miles up Lake Chelan is Meadow Creek Lodge, one of the lake's major resorts.





Golden West Lodge at Stehekin, Washington, near the head of Lake Chelan.



'Highbridge' spans the Stehekin River above Lake Chelan.



Hikers pause on a mountain trail to look down on winding Lake Chelan.



Moore Inn, a lakeside hide-away, nestles in the pines by Lake Chelan.

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One of Washington's Most Popular Vacation Areas

Vacationists who have a hankering to get off the beaten path can do so quite easily at Lake Chelan, nestled in the heart of the Cascade Mountain Range in the State of Washington. The area was the second most popular vacation attraction for the more than two million tourists who entered Washington state last year.

The word "lake" seems almost a misnomer, for this huge body of water seems to wind endlessly. Actually, it has 125 miles of shoreline among the peaks which rise to immense heights from its banks. Except that it is inland, in a vast glacial basin, and its surrounding mountains are higher and wilder, Chelan's scenery seems more like the fjords of Norway than any other area in the United States.

Lake Chelan itself is a peculiar body of water. According to geologists, its bed was created by glacial action during the last ice age. Official soundings have reached bottom at depths as far down as 1,600 feet. In places, bottom has not been found, Strangely enough, the surface of this mountain lake is only 1,100 feet above sea level, making what Ripley called "the double decked lake", both above and below sea level.

At the lake's head are more glacial lakes, falls and rivers in deep forests, snow-covered peaks and great canyons, some of which have never been explored. Those who seek superb fishing and hunting, riding, hiking, bathing and boating, find all these along the far reaches of Lake Chelan.

Once a day, a comfortable cabin cruiser, "Lady of the Lake", takes mail and passengers from the little city of Chelan to lodges along the lake and to the Stehekin River Canyon at its head. Secluded resorts and cabin camps, reached by boat, are the only settlements along the lake. They are tucked away in the forest along bends in the lakeshore and in no way disturb the fresh wilderness feeling.

At the half way point is Lake Chelan's one industry, Howe Sound Mine. This unusually interesting copper mine and its town of Holden, welcomes visitors to explore its operations high on the mountain side. Smelted metal is shipped in barges to the Great Northern railhead at Chelan.

Many other lakes and streams throughout the vast primitive area are reached by trail hikes and pack trips from the resorts. Most of the resorts are completely modern in their facilities, with fine food, horses, boats and experienced mountain guides so that it is not necessary to rough it to enjoy a vacation here.

Chelan is easily reached in little more than an hour's ride from Wenatchee, where Great Northern's streamlined Empire Builder and diesel-powered Oriental Limited stop daily on the main transcontinental route between Chicago, Saint Paul-Minneapolis, Spokane, Seattle and Portland.

Those who cannot spend an entire vacation here will find the eighthour cruise to Stehekin, the little community at the head of the lake, and back, a great adventure in beauty. Even if they have no more than a single day to spare for the "Chelan Stopover", this is an introduction which almost always inspires a longer return visit.

Three



Vol. 20

August, 1950

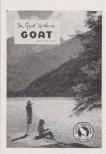
No. 8

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

IVAN A. COPPE, Editor

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

The Goat's Cover



Rugged mountains rise sharply from the shore of Lake Chelan in Washington State.

> Photo by Walt Dyke

Your Railroads

Nearly every American has a financial stake in the railroads of the United States. Some have a direct stake as owners of railway stock or bonds. Others have indirect financial stakes as owners of life insurance policies, or as depositors in savings banks and trust companies, which invest heavily in railway securities.

In 1949, there were 875,000 stock-holders of Class I railroads, and there is no telling how many others own stock in 480 Class II and III railroads and 213 switching and terminal companies. There are probably upward of one million owners of railway stock in the United States.

Where do these million stockholders live? A few live at Bar Harbor and Palm Beach, but the great majority live on farms, in villages, towns and cities from coast to coast and border to border. They are our friends and neighbors. Most of them are just plain folks, merchants, doctors, office employees, town and county officers, preachers, painters, lawyers, teachers and so on.

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It is estimated that there are in the neighborhood of one million owners of railway bonds. Of the total par value of railway bonds and other funded securities outstanding in the hands of the public, trust funds, the states and individuals hold about 45 per cent; life insurance companies about 27 per cent; commercial and mutual savings banks about 18 per cent; with the remaining 10 per cent invested by colleges, universities, foundations, etc.

Thus, in addition to some one million stockholders and hundreds of thousands of individual bondholders, there are many millions of savings-bank depositors and life-insurance policyholders who have a financial stake in railway earnings.

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In circle: Norma Bosler, reigned as queen of the 1950 celebration.

War canoes jockey for position just before the big race begins. Photos by Stuart Hertz

Indian Water Carnival

The Fourth Annual Lummi-Stomish Water Carnival was held recently at Gooseberry Point on the Lummi Indian Reservation near Bellingham, Washington. Hundreds of years before the coming of the white man. the Indians held annual celebrations at the same spot.

Each successive year, the carnival and festival, sponsored by the all-Indian John H. Kittles Post No. 196 of the American Legion, has increased in size and interest, its fame and reputation spreading to wider areas each year.

Comely Queen Norma Bosler, a Lummi girl and a student at Bellingham High School, ruled the festivities. Her princesses were Lil-

lian Solomon also of the Lummi Tribe, Myrtle Cooper of the Nookacks, and Adeline Rice of Ruper Island.

Colorful war canoe races were the main events in the three-day celebration that included war dances, a parade, Indian bone games, and the portrayal of Indian history and legends. Several Indian tribes from the Puget Sound area and British Columbia were represented in the various functions and competitive events.

Receipts from the carnival each year, go into a building fund for the erection of a Legion home and Lummi Indian community hall on the reservation.

Five

Kindred "L" Barley



Mr. Lykken

The greater portion of our malting barley comes from the Red River Valley of North Dakota and Minnesota. In the past few years, one new variety has replaced other malting barleys to a large extent.

Back in July, 1935, prospects for a bumper crop had never been better, but then came the rust, and instead there was complete failure.

S. T. Lykken, a Kindred in Cass County, North Dakota, farmer, had that year, planted 20 acres to Wisconsin No. 37 barley, and that, like the rest of his crops, had become blackened and the heads were shriveled. He noticed that one single plant evidenced no sign of rust, and was still a rich yellowish green, its big, healthy head bobbing in the breeze. He marked the healthy plant

with a stick, and a few days later when the grain was ripe, he carefully rubbed out 18 plump kernels.

The following year he planted them in his garden, and although it was a summer of drouth and heat, by August there was a double handful of fine plump kernels. The next year, however, brought more bad luck with a plague of grasshoppers, so for the 1938 planting, there were scarcely more than the 18 kernels he had two years before.

Finally, when his 1941 crop had been threshed, Lykken had not only enough seed for himself, but 1,200 bushels to sell. A sample was turned over to agronomists at North Dakota Agricultural College, where its rust resistance and resistance to root rots were proved. It was found to be excellent for malting purposes, so good in fact, that the Midwest Barley Improvement Association recommended it for all Northwest states.

In North Dakota last year, 60 per cent of the barley grown was Kindred "L". In Minnesota, nearly three-fourths, and in South Dakota, more than one-third was planted.

Kindred "L" (L for Lykken) barley, all the progeny of those 18 plump kernels that Sam Lykken salvaged from the 20-acre field in 1935, has made no individual or seed company rich, but it has added to the agricultural wealth of the barley producing states of the Northwest.

Oriental Limited Roomettes

Roomettes for passengers desiring private-room accommodations are now available on Great Northern's Oriental Limited between Chicago, Spokane, Portland and Seattle-Tacoma. This summer-line sleeping car contains 12-roomettes, 2-single bedrooms and 3-double bedrooms. Roomettes while intended for single, can be used for double occupancy.



Lake Crescent on the Olympic Peninsula near Port Angeles, Washington.

Upper Left: A sheltered cove and yacht harbor, San Juan Islands.

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Upper Right: The luxurious M. V. Chinook, flagship of the Black Ball Line.

Water Routes Link Puget Sound Islands

World travelers have for years rated the Puget Sound Country and Western Washington State as one of the outstanding scenic areas anywhere. Mountains and mountain lakes, rolling ocean breakers on miles of sandy beaches, vast primitive areas, the San Juan Islands, bays, inlets, the long arm of the sea that is the Hood Canal, combine with a mild and bracing climate to attract new thousands of visitors every year. According to the latest census figures, many thousands who have come to see came to stay.

Travelers from the South and East find this great land and water playground convenient to reach and

easy to see, thanks to a fleet of fast ferries that ply Puget Sound, from Colman Ferry Terminal in the heart of downtown Seattle. There is a huge, swift ferry leaving every few minutes for various ports "across the Sound", that are Black Ball Line ferry terminals. Other routes link numerous islands of Puget Sound with both East and West mainland shores.

The Puget Sound Navigation Company, operators of the Black Ball Fleet, also operates overnight service to Victoria, British Columbia, and Vancouver Island, via the new, luxurious flagship, M. V. Chinook.

(Continued on page 14)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Throngs View New Streat

Several thousand persons at through Great Northern RIVER and one of the twinn NATIONALS during exhibit the trains in cities along the (Continued on page 10)



The RED RIVER streamliner at Fargon, kota, gateway to the famous Red Rii



The streamlined INTERNATIONAL on exhibition at King Street Station in Seattle, Washington.



A specially constructed ramp provided an easy exit for visitors.

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ticket for the initial trip of the RED RIVER, with con-ductor A. L. Ludwig, looking on.



Red River valley residents jammed the entrance to the RED RIVER streamliner at Grand Forks, N. D.

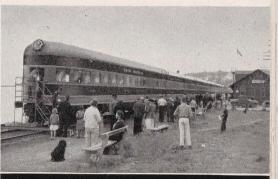


First crossing of the INTERNATIONAL into Canada at International Boundary between Blaine, Wash., and White Rock, B. C.



INTERNATIONAL at Blaine, Wash-ton, at the U. S.-Canadian Boundary.

hotos by Park Region Echo, Alexdria; Voss Studio, Fargo; Lee-Evant Studio, Grand Forks; Stuart Hertz, Seattle; Jukes Studio, Bellingham.



Residents of White Rock, Canadian border town, inspect the new INTERNATIONAL streamliner.

GN Car Builder Retires





Mr. Cebulla

Mr. Likarish

Fred Cebulla, Great Northern's master car builder, has retired after 53 years of continuous service with the railway.

First serving as a laborer, he became a carman at Havre, Montana, then assistant car foreman and car foreman before going to Superior, Wisconsin, as repair track foreman in 1908. He was then made car foreman at Great Falls, Montana, in 1910, returning to Superior in 1912.

He became assistant superintendent of Great Northern's car shops at Saint Cloud, Minnesota, in 1928, and superintendent in 1929. Leaving the latter post in 1937, he was general car foreman at Saint Paul, until his appointment as master car builder in 1946.

Mr. Cebulla's successor is John F. Likarish, a 30-year veteran who has been general car foreman in Saint Paul for the past two years.

Mr. Likarish was in the car department at Butte, Montana, from 1920 to 1943, and was made car foreman there in 1941. He served successively as car foreman at Havre, Montana, and Hillyard, Washington, and in 1946 became general car foreman at Spokane, Washington. He transferred to Saint Paul in 1948 as general car foreman.

GN STREAMLINERS

(Continued from page 9)

of the new streamliners prior to the beginning of regular service.

At all cities where the trains were on exhibition, men, women and children anxiously awaited the arrival of Great Northern's new streamliners. All along the routes, farmers halted briefly at their work in the fields, motorists drawn up at crossings and workers at trackside factories got their first glimpse of the new streamliners which now serve their respective areas.

In many communities along the route of the new streamliners the day was set aside as "Great Northern Day" with special programs, luncheons and other events provided by local civic and service clubs to celebrate the occasion.

Youngsters were given Great Northern buttons depicting the new streamliners with descriptive leaflets to grown-ups as they filed through the trains.

From the tip of the powerful diesel-electric locomotives to the red neon tail-signs on the rear end of the lounge cars, enthusiastic visitors acclaimed the INTERNATIONAL and the RED RIVER as distinguished, colorful and luxurious. For the kids getting their first look at the newest in streamliners, the day was the fulfillment of a great dream.

The twin INTERNATIONALS make three round trips daily between Seattle, Washington, and Van-Couver, B. C. The RED RIVER operates on a round trip daily between Grand Forks, North Dakota, and the Twin Cities of Minneapolis and Saint Paul.

The Sister Elizabeth Kenny Foundation will launch its annual polio fund appeal beginning August 21.



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21.

A one-ring circus was visiting a town in the hills. The folks recognized all the instruments of the band except the slide trombone. One old hill billy watched the player for quite sometime, then said: "There's a trick to it; he ain't really swallerin' it."

Befeetled!

While working on a log drive, a lumberjack fell into the water. Dizzy and nearly exhausted, he managed to grasp a big log and hold on to it. The current was so strong and swift that it swept his body under the log until his feet stuck out on the other side.

Just as a comrade, who had run to his assistance, grabbed him by the shoulders, he caught sight of his own feet protruding on the other side of the log.

"I can hold on a bit longer, Jim," he gasped. "Save the fellow who's in head first."

Monumental Memory

Teacher: "What was George Washington best known for?"

Pupil: "His memory."

Teacher: "How did you arrive at that answer?"

Pupil: "Well, they got a monument to it, don't they?"

For Sure!

Judge: "I'm going to let you walk out of this Court Room free if you promise to avoid bad company."

"Mac": "Thanks, your honor. You'll never see me here again."

Guess Again Bub!

Pat: "If I had to do it all over again, honey, do you know who I'd marry?"

Honey: "No. Who?"

Pat: "You."

Honey: "Oh, no you wouldn't."

Three Little Beers

Papa Bear: "Who's been drinking my beer?"

Mama Bear: "And who's been drinking my beer?"

Baby Bear: "BURP."

Brutal

Satan: "What are you laughing at?"

Imp: "Oh, I just had a woman locked up in a room with a thousand hats and no mirror."

Plain Daid

"Where were you yesterday, Lizzie?"

"Ah was blackberrin', ma'm.—It was mah cousin Mose's funeral."

Elenen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Train Schedule Changes

The train	following pool-line passenger schedules between Seattle,					Washington, and Portland, Oregon, will be in effect beginning, August 13.				
402	458	408	404	460		457	403	407	459	401
GN	UP	NP	NP	GN		UP	NP	NP	GN	GN
1130P	445P	1230P	830A	820A	Lv. Seattle	Ar. 1200N	145P	200P	915P	645A
1240A	542P	122P	935A	912A	Ar. Tacoma	Lv. 1105A	1230P	105P	815P	520A
100A	552P	126P	945A	916A	Lv. Tacoma	Ar. 1101A	1220P	101P	805P	500A
645A	915P	430P	145P	1220P	Ar. Portland	Lv. 800A	830A	1000A	500P	1130P

Northern's southbound Great streamlined INTERNATIONAL, train 355, leaving Vancouver, B. C., 8:10 am., arriving Seattle 12:05 pm., will make connections with 408 leaving Seattle 12:30 pm., arriving Portland 4:30 pm. The INTERNATIONAL, train 357, leaving Vancouver, B. C., 12:30 pm., arriving Seattle 4:25 pm., will connect with 458 leaving Seattle 4:45 pm., arriving Portland 9:15 pm. The INTERNATIONAL, train 361, leaving Vancouver, B. C., 6:25 pm., arriving Seattle 10:20 pm., will connect with 402 leaving Seattle 11:30 pm., arriving Portland 6:45 am.

Northbound 457, leaving Portland 8:00 am., arriving Seattle 12:00 noon, will connect with GN's northbound INTERNATIONAL, train 360, leaving Seattle 1:30 pm., arriving Vancouver, B. C. 5:25 pm. Northbound 401 leaving Portland 11:30 pm., arriving Seattle 6:45 am., will connect with Northbound INTERNATIONAL, train 356, leaving Seattle 7:45 am., arriving Vancouver, B. C. 11:40 am.

Northbound pool-line trains 457, 403 and 407 arrive in Seattle in time for connection with Great Northern's Eastbound Empire Builder leaving Seattle at 3:00 pm. Train 459 connects with the Eastbound Oriental Limited leaving Seattle at 10:30 pm.

GN mixed trains 331 and 332 now operate daily except Sunday between

Fargo, N. D., and Crookston, Minn. Leave Fargo 7 AM, arrive Crookston 1:01 PM; returning leave Crookston 2:30 PM, arrive Fargo 8:10 PM.

Between Crookston and Noyes, Minn., trains 7 and 8 now make all local stops daily. Trains 131 and 132 have been discontinued.

GN mixed trains 335 and 336 now operate between Morris, Minn., and Browns Valley, Minn., on Mondays, Wednesdays, Thursdays and Fridays. Leave Morris 7:30 AM, arriving Browns Valley 11:00 AM. Returning leave Browns Valley 12:30 PM, arrive Morris 4 PM, making stops at all intermediate stations in both directions.

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Schedules of GN trains 185 and 186 which operate daily except Sunday between Willmar, Minn., Benson, Minn., and Huron, S. D., have been revised in order to provide connection between trains 2 and 185 at Willmar. Leave Willmar 5:20 AM, arrive Benson 6:12 AM, arrive Huron 12:01 PM. Returning, leave Huron 12:45 PM, arrive Benson 6:10 PM, arrive Willmar 7:05 PM.

Bi-weekly local mixed train service has been established on GN's Wenatchee-Mansfield, Wash., line. Leave Wenatchee Mondays and Thursdays 7:00 AM, arriving Mansfield 2:00 PM. Returning, arrives Wenatchee 9:00 PM.

Twelve



Great Northern Isanti, Minnesota, stations, old (inset) and new.

GN Streamlines Stations

Isanti, Minnesota, 47 miles from Saint Paul on Great Northern's Twin Cities, Duluth-Superior line, now has an attractive and completely modern passenger and freight station.

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The old depot, constructed in 1899, was found to have a sound frame, which was utilized when the interior and exterior of the structure was remodeled including the lowering of the ceiling to 10-foot height.

In the heated areas, comprising the office, waiting room, rest, record and freight rooms, floors are concrete and are covered with maroon and black marbleized asphalt tile. Heat is provided by oil space heaters, with large fuel storage facilities.

Plywood wainscot is finished in two-tone tan, with upper walls of variegated Nu-Wood planking. Ceilings are faced with white acoustic tile. New windows, Venetian blinds, birch slab doors, cupboards and counters have been provided along with fluorescent lighting fixtures.

The exterior is sheathed with wide cedar siding, painted white, with glass block treatment around doorways. Asphalt roofing, exterior millwork, screens and storm sash are green, as are the cut-out porcelain signs with 16-inch lettering.

Platforms, foundation and floors are all of reinforced concrete, eliminating need for constant maintenance, which was a major problem on the older structure.

Thirteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Summer Railroad Hour



Miss Norman

The nation was reeling from disastrous news on December 7, 1941, when lovely blonde Lucille Norman, now singing co-star with Gordon MacRae on the Railroad Hour made her first big bid for fame on network radio. Continuous bulletins interrupted her songs on the Metropolitan Opera Additions, and the nervous excitement and anxiety were enough to kill the hopes of the most courageous entertainer.

However, Miss Norman today, is firmly established as a favorite with film, concert, recording, television and radio audiences. Her appearances as a guest star in leading roles of some of the world's greatest op-

erettas on the Railroad Hour during the winter season won such widespread acclaim that the sponsor signed her as co-star on the Summer Show Train.

The Summer Railroad Hour, heard Monday evenings over NBC, features popular music of the 1943, on August 14; hit tunes of 1935, on August 21; music of the period 1905–1910, on August 28, and melodies of 1929, on September 4.

PUGET SOUND

(Continued from page 7)

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Placed in service only two years ago, this modern, streamlined ship has carried hundreds of thousands into Canada amid the setting of the finest hotel accommodations.

The Chinook, with accommodations for 1,000 day passengers, sleeps over 200 in staterooms all equipped with beds, and all with toilet facilities. It features several glass-enclosed observation rooms, marine-view dining salon, club-like cocktail lounge and coffee shop. The glamorous vessel has proven popular not only with visitors to the Pacific Northwest, but with new homemakers from all parts of the nation, the honeymooners. The bridal suites are very much in demand throughout the entire year.

Much has been written about the charm of Victoria, an old-world city in modern Canada. Its fame is world wide, created by a transplanting of authentic British architecture manners and customs to the city. Quaint shops line its streets, its hotels and inns are friendly, leisurely and immaculate. Island weavers spin woolens which are sold in bolts or garments in shops in the city. In its fine "harbour" can be seen ships from many ports, contributing to the feeling of a Cosmopolitan center of culture, charm and dignity.

Fourteen.

Glanings Members of the Veteron' Association

Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1950, are: Clinton A. Amsbaugh, train master, Whitefish, Mont.; Arthur E. Bodey, engineer, Redmond, Wash.; Royce D. Bird, engineer, Kelly Lake, Minn.; Willis E. Corkins, agent, Cokato, Minn.; Timothy Haley, pile driver engineer, Everett, Wash.; Max Janawitz, yard clerk, Minneapolis, Minn.; Jerome E. Jennie, station inspector, Spokane, Wash.; Ralph C. Johnson, engineer, Interbay, Wash.; Russell S. Lovely, engineer, Minot, N. D.; Charles M. Martinson, conductor, Whitefish, Mont.; Michael McDermott, boilermaker, Breckenridge, Minn.

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Members reported pensioned during July, 1950, are: Odlion J. Boissoneau, carman, Hillyard, Wash.; Frank W. Clark, engineer, Sioux City, Iowa; Archie Griffiths, telegrapher, Everett, Wash.; Paula M. Gewinner, clerk, St. Paul, Minn.; L. Walter Mack conductor, Havre, Mont.; Alvin O. Olson, section laborer, Cottonwood, Minn.; David E. Osborne, engineer, Havre, Mont.; Harold O. Ramsey, agent, Larson, N. D.; Willard M. Spees, switch foreman, Superior, Wis.; John Timmer, engineer, round house, St. Cloud, Minn.; Lambert A. Wright, switch foreman, Hillyard, Wash.

The 1950 Convention of the Pacific Northwest Travel Association will be held at Spokane, Washington, October 6 and 7.

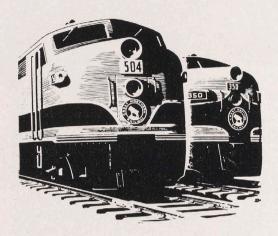
A new and informative book, "How to Wire Your Model Railroad" has been issued by the Kalmbach Publishing Company, Milwaukee 3, Wisconsin, publishers of "Model Railroader" magazine. Written by Linn H. Wescott, it is a practical manual on model railroad wiring for the model railroader, and does not go deeply into electrical theory.

Our nation suffers over 200,000 forest, woods and range fires every year. Nine out of ten of these are man-caused, thus they can be prevented. These yearly fires blacken over 30 million acres of land, an area the size of the State of Pennsylvania! The saw timber burned would build all the homes in a city of over one-half million population! Remember, only YOU can prevent forest fires.

Beginning its second half century this year, the 51st International Live Stock Exposition, will be held in Chicago, Nov. 25 through Dec. 2.

Fifteen

a Great Way to go



EVERY DAY EACH WAY

Chicago · St. Paul Minneapolis · Spokane Seattle · Portland California

Great Northern's

2 Great Trains

Empire Builder · Oriental Limited

GREAT NORTHERN &



The Great Morthern
GOAT

SEPTEMBED 1050





Mount Rainier guards the new Tacoma Narrows Bridge. Tacoma News Tribune Photo.

Pacific Northwest - California

VIA GREAT NORTHERN



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Lovely Lake Wenatchee fills an indentation $\varpi(t)$ the slope of the Cascade Range. Wenatchee t World Photo.



Ohme's Mountain Gardens, overlooking the Columbia River at Wenatchee, Washington. Photo by Josef Scaylea.



Rock Island Dam on the Columbia near Wenatchee. Photo by Josef Scaylea.



Dry Falls, in North Central Washington, one of the world's geologic wonders. Wenatchee World Photo s

From the Great Lakes to the Pacific

Great Northern's route across the top of the nation provides the ideal way to travel between the Great Lakes, the Upper Midwest and the all-year vacationland of the Pacific Northwest. It's a splendid way, too, to go to and from California. Using Great Northern in one direction on a California trip, via the Pacific Northwest, the traveler will see twice as much at the same round trip rail fare to or from San Francisco and Oakland.

Richly endowed by nature, the Pacific Northwest offers almost everything to tempt the vacationer. Here is not one, but three separate major mountain ranges, the Rockies, the Cascades and the Olympics, while pocketed in green valleys are deep virgin forests, lakes, and glacier-fed streams and rivers teeming with fish. Huge forested areas have been preserved as national parks and national forests where there is thrilling recreation the year around.

In contrast, splendid beaches dot the coast line and the shores of scenic Puget Sound. The 172 San Juan Islands, which lie in the Sound, have an individual charm found no where else, and are highly favored by vacationists.

Scenic beauty is but a part of what this vast area offers to the traveler, for sparkling modern cities with fine hotels, famous restaurants and smart clubs are scattered over the region, both inland and on the coast.

Of especial interest are the marvels of the Columbia Basin Project—Grand Coulee and Bonneville Dams, which, with others yet to be completed, will turn the now arid land into some of the most productive in existence.

One of the largest suspension spans in the world, the \$18,000,000 Tacoma Narrows Bridge, which will link Bremerton and the Hood Canal area with Tacoma across Puget Sound, is scheduled to be opened to traffic early in October. The 5,450-foot bridge replaces a previous span.

On a once barren mountain top that overlooks the famous Wenatchee Valley and the confluence of the Columbia and Wenatchee Rivers is Ohme's Mountain Gardens, a veritable paradise. Here grow a thousand varieties of plant life, fitted like a mosaic among the rocks. Rockery and landscape experts come from everywhere to see Ohme's Gardens, and are amazed at the beauty that has been achieved.

Also near Wenatchee, is the deep blue lake that bears the same name. A popular recreation center, the 5mile body of water lies at an altitude of 1,870 feet, filling an indentation in the slope of the Cascades.

Near Grand Coulee Dam is Dry Falls State Park. Here are the scarred and eroded walls of an extinct waterfall, where a cataract far greater than Niagara once plunged with a sheer drop of over 400 feet over a width of nearly three miles. Various geologic periods are illustrated in the strata of the walls.

Fisherman's Wharf at San Francisco, is like a bit of old Naples set down within the Golden Gate. It is a series of piers and lagoons, with hundreds of fishing boats, and adjacent streets of sea-food restaurants, with steaming cauldrons along the curbs in which crabs are cooked. One can wine and dine here within sight of the Golden Gate with its mighty bridge and lovely hills to the North, watching the movement of vessels to and from the port.

Three

The Great Northern

Vol. 20 September, 1950

No. 9

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

IVAN A. COPPE, Editor

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

The Goat's Cover



"Send these, the homeless, tempest-tost to me,

I lift my lamp beside the golden door!"

Photo by A. Devaney, Inc. New York City Land of the Free

"It's a free country, isn't it?" How many times we hear someone saying that, usually in a no uncertain tone of voice, often with a belligerent attitude, as though someone were threatening to deprive him of his unalienable, Constitution-given right to speak his mind as an American citizen.

The right to have one's say on any subject at any time is one of the blessings inherent in our system of political, religious and economic freedom, but it is only one among the many we possess.

Many of us, native-born to such unqualified freedom, and some of us, foreign born, but who have likewise enjoyed the benefits and blessings of the American way of life for a period of years, have become inclined to take such freedom for granted, and make no active effort to insure its continuance.

For over six decades, since 1886, the statue of the Goddess of Liberty has stood in the harbor of New York City, a symbol to the entire world of the freedom that still exists in these United States of America. Today, more than ever before, Liberty's torch shines as the last ray of hope to the oppressed peoples of the world.

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Again we are threatened. Tyrants, jealous of the prosperity our free economy and way of life has brought to us, bore from within and without, in a supreme effort to discredit our honesty of purpose, destroy our way of life and wreck our economy.

ALL of us MUST be ever alert and determined to actively and militantly protect against insidious attack, both foreign and domestic. It's a free country, let's keep it that way!

Four



American Boy Scouts from Hawaii, pose with their Blackfeet hosts in Glacier Park. Blackfeet left to right are: Eagle Calf, Buffalo Hide, No Chief and Weasel Feather.

Hawaiian Boy Scouts Visit Glacier Park

Twenty-eight Boy Scouts from the Territory of Hawaii, homeward bound via Great Northern after attending the National Boy Scout Jamboree at Valley Forge, Pennsylvania, stopped off for a visit in Glacier National Park in Montana.

While the trip from Hawaii to the Mainland was to join with fellow scouts in celebrating the National Jamboree, the Glacier Park visit was next in importance to the group which had heard and read so much about the Park that it was a "must" on the journey homeward.

The Hawaiian scouts joined the Coast County Train No. 15 contingent from California to the Jamboree, which was under the command of Mr. Bert Carpenter of the Marine County, California, Boy Scouts of America Executive Board. The Hawaiian group was under the direction of Mr. William Paty, Jr., from the Island of Oahu, with Mr. James Inouye, member of the Executive Board of the Honolulu Council of Boy Scouts of America, second in command.

Mr. Carpenter and Mr. Inouye were inducted into the Blackfeet Indian Tribe during their visit in Glacier Park and were each presented with a buckskin certificate of membership. Mr. Carpenter was named "Chief Star Chief", and Mr. Inouye was given the name of "Chief Eagle Child".

Five

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Go Pullman



Pullman literature may be had at any railway ticket or travel office.

To create new business for itself and for the 59 railroads that share in its ownership, The Pullman Company, which conducts nation-wide sleeping car service on all principal railroad lines, has developed an extensive sales promotion program that has attracted wide public attention and won the commendation of Great Northern officials.

The new Pullman merchandising plan includes publication of a colorful 20-page booklet, "Look What's Attached to Your Pullman Ticket", which lists conveniences, comforts and personal services available to Pullman travelers, illustrates the various types of accommodations available, and gives the reader actual costs of Pullman space units based on an overnight trip of approximately 300 miles.

A leaflet entitled "Here's What You Get When You Go Pullman", has been distributed in every section of the nation. The campaign also includes full color posters that call the traveling public's attention to the "14 Wonderful Ways to Go Pullman", and attractive, eye-catching "Go Pullman" stickers which are posted in ticket office windows.

The campaign is in addition to, and augments Pullman's continued and widespread advertising program in national magazines, which has caused favorable comment, not only from the general public, but from those in the advertising field.

GN Orders New Equipment

Great Northern Railway's Board of Directors, meeting in Saint Paul, Minnesota, in August, authorized acquisition of 250 new gondola cars at a cost of \$1,500,000, and 400 new refrigerator cars, costing \$3,400,000, by Western Fruit Express, a Great Northern subsidiary.

Rebuilding of 100 Western Fruit Express cars at a cost of \$474,000 was also approved. New equipment ordered earlier for delivery during the balance of 1950 and in 1951, includes 35 additional diesel-electric locomotives, 100 passenger cars and 50 refrigerator cars.

Since the end of World War II, Great Northern has placed in service 150 new diesel-electric locomotives, two all-electric locomotives, 3,657 boxcars, 1,200 gondolas, 250 flat cars, 200 covered hoppers and 77 passenger train cars, while Western Fruit Express has added 1,354 new refrigerator cars. Several thousand cars have also been rebuilt.

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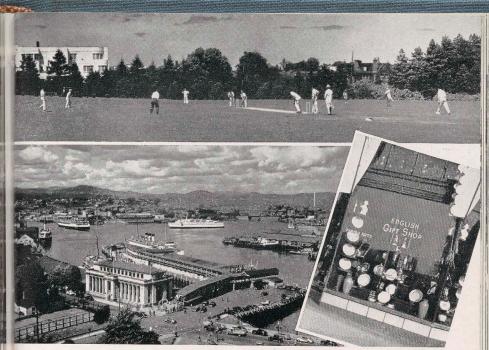
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The Board of Directors also authorized payment of a dividend of 75c per share on Great Northern Railway Company stock to be paid on September 21, 1950, to stockholders of record as of August 21. Dividends of \$1.00 and 75c per share were paid earlier this year.



Top: Cricket as played in Victoria's
Beacon Hill Park.
Left: In the city's inner harbour are
ships of many nations.

Above: Shops are popular with visitors from the United States. They feature English bone china and other imports from the British Isles.

It's Cricket

The visitor to Victoria, capital city of British Columbia, soon becomes conscious of its very definite charm, of the fact that it is without question the most English of all cities in Canada, and that it is no "Johnnycome-lately". In token of which, Cricket, England's national game, has been played in Victoria for more than a century.

To the uninitiated spectator, the game is picturesque, but unexciting and obscure. He sees on a broad expanse of green, white-clad figures, most of them in postures of studied ease.

In the center of the playing field, between two "wickets", which are placed 66 feet apart, is the "pitch", the turf of which is close-cropped and rolled to billiard-table smoothness. Each wicket consists of three "stumps" or sticks, upon which are placed "bails", balanced delicately so that a slight jar will dislodge them.

As in baseball, one team takes the field while the other has its turn at bat, but unlike the American game, three strikes don't mean an out, nor are there nine innings to a game.

(Continued on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

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Aboard the Empire Builder



Tacoma winner Harold Jardeen

Recent passengers on Great Northern's Empire Builder included Harold Jardeen, 1950 winner of "the world's greatest amateur racing event", and Mr. Ed Johnson, Tacoma, Washington, News Tribune representative. The pair rode the streamliner en route to Akron, Ohio, where young Jardeen competed in the finals of the 1950 Soap Box Derby.

Perseverance finally paid off for 15-year old Harold, who won his crown on Tacoma's Derby Hill this year. Many other boys who started building racers when he did for the 1946 race, stopped designing and building after their first entries did not finish in the money. Harold has been a contestant for five years, and every year that he has entered, he has always been one of those who have been considered "in the running". He was awarded a prize for having the best constructed racer in 1948.

IT'S CRICKET

(Continued from page 7)

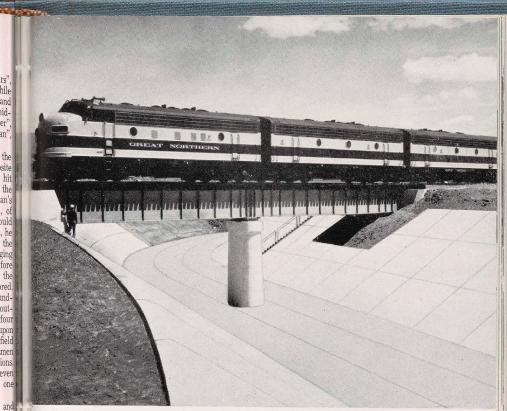
Pitchers are called "bowlers", catchers "wicket keepers", while what we would call infielders and outfielders, are designated as "midoff", "cover point", "extra cover", "square leg", "fine leg", "third man", etc.

The bowler throws the ball on the run, from behind the wicket opposite the batsman in an endeavor to hit the far wicket, knocking down the bails. This would result in a man's being called out. The batsman, of course, tries to hit the ball. Should he do so, and if he then chooses, he and his opposite batsman race the 66 feet between wickets, changing places. If they are successful, before an opposing player can dislodge the bail with the ball, a point is scored. Should the batsman hit a "boundary", or what we would call an outof-the-park home run, two or four points are scored, depending upon the spot that the ball left the field of play. In this case, the batsmen maintain their original positions. One side bats until ten of its eleven players have been called out in one way or another.

The bowler will toss six balls and will then yield to another bowler, and the entire field (except batsmen) will then change over position. The cycle is known as an "over". If no runs are scored during the over, the bowler is said to have "bowled a maiden over". If a batsman is retired with no runs to his credit, he "scores a duck (egg)".

Usual practice calls for the more accomplished batsmen to take their turns first, thus possibly wearing down the opposing bowlers and affording their less talented teammates a better chance to score. Such being the case, it is possible for a man to score hundreds of runs and still not be out, and a game may

(Continued on page 16)



The West Canal will carry 4,200 cubic feet of water a second. Photo shows the first Great Northern train to cross the canal.

Columbia Basin Project

According to present schedules, the Columbia Basin Project in East Central Washington, will make water available to irrigate 87,000 acres in 1952. Each succeeding year, water will be available for about 70,000 additional acres until the first construction and settlement phase. which will cover a half-million acres, is completed.

With the development of this vast new empire, more than 7,000 farmfamilies will occupy a territory that is now virtually wasteland. Even-

tually, 15,000 families will live on farms, when the project is completed.

Great Northern's main transcontinental route bisects the Northern portion of the project area, and the railway will serve directly, the greater percentage of the new population that will be established during the next decade.

Of immediate concern is completion of enough of the irrigation system to bring water to the first 87,000 (Continued on page 14)

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Stage ballet members Joan Carpenter, Shirley Benoit, Jene Karas and Mary DePape, left to right, board the Empire Builder.—Russell Bull Photo. MINNEAPO

aqua TITAVEL BEB

Great Northern's passenger in Minneapolis, Minnesota, was to more than usual activity received sixty-eight members of the finneapolis Aqua Follies gatherecom on Great Northern's streamlished Builder for Seattle, Washington Seattle Seafair sponsored by the attle, Inc.

(Continued on page 12]

Group of Aquabelles comfortably set-Group of Aquabelles comfortably seta Day-Nite coach tled for the trip in a Day-Nite coach tled for the Empire Builder.



Stage ballet girls with their dance instructress "waitin" at the station" —Russell Bull Photo



Seattle called them "the only girls that lookeck soaking wet".—George Miles Ryan PhoPl



VELIMPIRE BUILDER

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Joan Carpenter, Shirley Benoit, Jene Garas and Mary DePape pass the time in a friendly card game in the Empire Builder lounge.—Russell Bull Photo.







Aqua swimmer Jean Erichson, right, bids her parents "goodbye".—Russell Bull Photo.



Gloria, left, VonDomarus' mother, uncle and aunt bid her a pleasant trip.—Russell Bull Photo.

at lood dutiful Ryan ito.

Aboard the Empire Builder



Miss Helen Spray (right) and members of the tour party at Portland.

Portland Journal Photo.

Under the sponsorship of the Oregon College of Education, at Monmouth, Oregon, thirty-two members of an organized European tour party traveled on the first leg of their journey, from Portland, Oregon, to Chicago, Illinois, on Great Northern's Empire Builder.

The group consisted of students who would receive college credits for making the trip, teachers, and others from the state of Oregon. Miss Helen Spray of the Imperial Travel Bureau, Portland, accompanied the party.

Seats are now available in duplex roomettes on Great Northern's Empire Builder for daytime travel at regular published parlor car seat fares. Seat space in duplex roomettes is designated as "seat" rather than a duplex roomette. AQUA FOLLIES

(Continued from page 10)

Transcontinental travel being somewhat of a novelty for most of the Aqua Follies girls, the waiting room of the station was crowded with doting parents, boy friends and well-wishers.

The cast traveled intact to Seattle to participate in the first annual edition of Seattle's new midsummer Seafair celebration which was staged August 11 through 20. The event was acclaimed an outstanding success, and capacity Pacific Northwest audiences witnessing the Aqua Follies commended it as one of the most thrilling water-shows they had ever seen. The Seattle Seafair appearance was the first of the Aqua Follies as a complete group outside of the Minneapolis Aquatennial summer festival performances.

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First presented in 1939 as one of the features of the Minneapolis Aquatennial, the Aqua Follies is rated one of the outstanding attractions of its kind in the nation. Produced, staged and directed by Al Sheehan, the Aqua Follies is a most unusual combination of champion swimming and diving talent, famous water comedians, nationally popular stage stars, a richly costumed stage ballet and an amazing water ballet that performs with almost unbelievable precision. Sheehan, managing director of the Minneapolis Artists Bureau, Inc., is well known in the entertainment field.

Aside from the professional headliners, the cast includes the Aquabelles, expert and attractive swimming girls from all sections of Minnesota. Many of the members of the stage ballet and water ballet are students at the University of Minnesota and other Twin Cities educational institutions, while several are nurses in training at local hospitals.

(Continued on page 14)

Twelve



On the Level?

A halfdressed man was looking desperately up and down the hall in a prominent hotel. Pathetically he called to a guest who was going by. "Can you tie a dress tie, sir?"

"Why, yes," he said very somberly. "Would you mind helping me out.

These things lick me."

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"Glad to do it." They entered the room, and the passerby asked the other to lie down on the bed.

"Why must I lie down?" "Can't you tie it with me standing?"

'Sorry, sir. I can't. I'm an undertaker and that's the only way I can do it."

Success!

Business man: "I attribute my great success and wealth wholly to my wife."

Biographer: "Oh, I see! Her loyal

help, her faith in you—"

"Not at all. I Business man: was simply curious to know if there was any income she couldn't live beyond."

They Bounce!

"My brother is cooking Mike: meatballs for lunch. He went out to get some chopped rubber."

Peter: "Your brother puts chopped rubber in meatballs?"

Mike: "Yeah. He used to be a basketball player and he likes to dribble 'em from the kitchen.'

Salesmanship

A lady entered a store and asked to be shown some tablecloths. The salesman brought a pile and showed them to her but she said she had seen those elsewhere and nothing suited her. "Haven't you something new?" she asked.

The man brought another pile and showed them to her.

"These are the newest pattern," he said. "You will notice that the edge runs all around the border and the center is in the middle."

"Dear me, yes. I'll take half a dozen of those," said the lady.

Times Haven't Changed

Visitor: "You don't mean to tell me that you have lived in this outof-the-way place for over 30 years?"

Inhabitant: "I 'ave."

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

Inhabitant: "Neither can I-that's why I like it!"

Legal Rite

A lawyer was attending a funeral. A friend arrived late and took a seat beside him whispering: far has the service gone?"

The lawyer nodded toward the clergyman in the pulpit and said: "He just opened the defense."

Back-To-School Special



Graham M. French, Great Northern's general agent, passenger department, St. Paul, Minnesota, is presented with tickets at the ticket and information booth, for the "College Fashion Show" by Phyllis Prybelick, Emporium College Board Member, and the Goglin twins, Maxine and Maurine, who modeled for the show.

The Emporium, one of Saint Paul's leading and largest retail stores, recently staged a "College Fashion Show", using as its theme, "Get Aboard the Mademoiselle College Special".

With a miniature railway train, information and ticket office, semaphores, switchmen's lanterns, Pullman seats and berth and other railway props, provided by The Pullman Company and Great Northern Railway forming the background, the show dramatized the idea of getting aboard a train "back to college" with clothes that are on the "right track" for the college campus.

The show featured fashions from the August College number of

Mademoiselle Magazine.

COLUMBIA BASIN PROJECT

(Continued from page 9)

Unless unexpected circumacres. stances intervene, the pumping plant at Grand Coulee Dam will put two of its 65,000 horsepower pumps in operation about May, 1951, and begin filling the 27-mile equalizing reservoir, formed by damming both ends of the Upper Grand Coulee. Water from this reservoir will be fed into the canal system for testing purposes in the Fall of 1951. Farm deliveries are expected to be made for the irrigation season of 1952 from both the East Low and West Canals.

Continuous construction is scheduled for extending these canals, for completing a substantial portion of the Potholes East Canal, and for related lateral distribution systems at a rate that will make water available to about 70,000 acres each year from 1953 through 1958.

AQUA FOLLIES

(Continued from page 12)

Johnny Williams coaches the stage ballet and Miss Helen Starr directs the water ballet.

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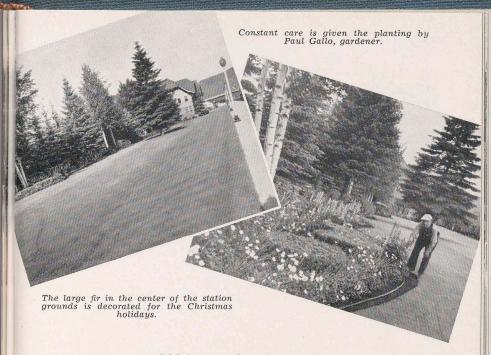
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Seattle Seafair performances of the Aqua Follies were staged in a newly constructed marine stadium on the shores of Green Lake. Named the "Aquatheatre", the permanent \$235,000 structure has a seating capacity for 5,200 spectators.

Transportation arrangements for the Empire Builder trip to Seattle were handled by Glenn F. Cooke, who is also transportation manager for the Minneapolis Symphony Orchestra.

Climaxing the three-year centennials celebration in Southern California, a portrayal of California history, "The California Story", will be presented in Hollywood Bowl for five nights. September 8th-12th.

Fourteen



GN Station Landscaping

The grounds of many of the stations along the route of the Great Northern have received landscaping treatments in varying degrees. While with some, the extent of the work has involved only the seeding of lawns, others have been transformed into veritable parks.

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One of the examples of the station grounds beautification program is at Whitefish, Great Northern division point in Northwestern Montana, where the grounds are always a bright spot for passengers during the summer months.

The original planting at Whitefish was put in many years ago, but was completely altered in 1938, under the direction of Andy DeRooy, Great Northern's supervisor of parks. Constant care, replacement of annuals,

etc., is taken care of by Paul Gallo, gardener.

The background planting is made up mainly of Koster's Blue Spruce, a particularly beautiful and hardy variety, imported from Holland. Importation of the tree has since been prohibited.

Flowers include several varieties of lupine, viola, delphinium, valeriana, pansies and heliotrope, the Russell variety of lupine and the Jersey Gem viola predominating. The lawn was also planted in 1938 and is still in perfect velvety condition and an attraction to tourists.

It has been found that at Whitefish, which is near Glacier National Park in Montana, there is less loss of plants than in many milder locations, providing there is good drainage.

Fifteen

GN Engineer Heads A.R.E.A.



Mr. Loeffler

H. S. Loeffler, assistant chief engineer of the Great Northern, has been named president of the American Railway Engineering Association. The move was occasioned by the resignation, due to ill health, of former president George L. Sitton.

T. A. Blair, chief engineer, Atchison, Topeka & Santa Fe, has assumed Mr. Loeffler's former position of senior vice president of the Association.

International Exposition

Beginning its second half century, the 51st Annual International Live Stock Exposition, scheduled for November 25 through December 2, in Chicago, Illinois, will be the largest ever held.

Always the nation's focal point for scores of meetings and events associated with the industry, the Exposition will have its usual setting in the huge International Amphitheatre at the Chicago Stock Yards.

IT'S CRICKET

(Continued from page 8)

last for several days, each day's play being terminated by insufficient light,

heavy rain, etc.

One wonders what the reaction would be if cricket were played in this country, say at Ebbets Field or the Polo Grounds. Cheering, during the British game, is traditionally limited to a mild patter of hand clapping, and polite murmurs of "Oh, well played, sir!"

Sixteen

Polio Fund Appeal



The Sister Elizabeth Kenny Foundation has launched its annual polio fund appeal. Contributions will be used to train additional registered nurses and physical therapists to become Kenny Technicians, to make the treatment available to an ever increasing number of polio patients everywhere and to finance the many other activities of the Kenny Foundation.

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YOU

It's Our Job

"We now have about 1,600,000 young men in the armed forces, 50 per cent of whom are 21 or under. They are your sons, and they are away from home. They need something which the armed services can't give them.

"Communities adjacent to the posts . . . should assume the responsibility . . . I hope you will do everything you can to make these young men realize the moral forces for which we are fighting." From a speech on Community Responsibility to Servicemen by President Harry S. Truman.

Glanings

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1950, are: Charles Haeska, engineer, Great Falls, Mont.; Timothy Haley, pile driver engineer, Everett, Wash.; William H. LaSalle, conductor, Duluth, Minn.; Timothy Maloney, boilermaker foreman, St. Paul, Minn.; Otto Nicholson, special agent, Great Falls, Mont.; James W. Schiller, upholsterer, St. Paul, Minn.

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Members reported pensioned during August, 1950, are: O. Benjamin Boyum, agent-operator, Mound, Minn.; Norman E. Dryer, engineer, Williston, N. D.; Michael Furlong, locomotive engineer, Great Falls, Mont.; Alvanley Johnston, grand chief engineer, Cleveland, Ohio; Clyde C. Jordan, engineer, St. Paul, Minn.; Henry L. Thompson, boilermaker, Minot, N. D.

J. T. Andrew has been appointed Great Northern Safety Supervisor with headquarters at Spokane, Washington.

National Kids' Day, September 23, is sponsored by the more than 3,000 Kiwanis Clubs and the National Kids' Day Foundation, Inc.

Victor A. Tetu, for the past 20 years superintendent of Great Northern Railway's Jackson Street Shops in St. Paul, has retired. He is succeeded by James Summers, general foreman of the same shops since 1945.

National Wine Week will be observed throughout the United States from October 7 to 14. The Annual Wine Festival is an informational event designed to tell Americans about the good wines of their own country.

The Matson Navigation Company is drafting final plans for a new \$1,000,000 hotel, the SurfRider, on Waikiki Beach, Hawaii. It is scheduled to be completed in early 1951.

National Dog Week will be observed September 24-30. Local observances feature responsibilities of dog care and training in their character-building and citizenship programs for young Americans.

Seventeen

Enter Great Northern's "NAME THE TRAIN" Contest

●You could use an extra \$500.00! Who couldn't! Take a tip and enter Great Northern's novel "Name the Train" Contest, limited to people in the railway travel business! Here's a contest designed especially for you. Just submit your name suggestions for a modern, streamlined train Great Northern plans to place in transcontinental service between Chicago and Seattle-Portland in 1951. Then tell in 25 words or less why you think your name is a good one. Check rules below. Get your first suggestions in the mail now!

a contest especially for YOU!

ONLY ONE PRIZE

Send as many entries as you wish



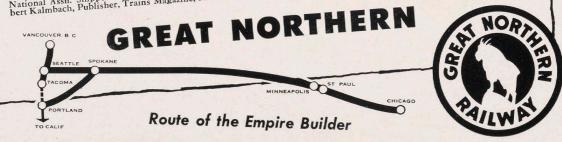
good one. Cities in the mail now!

RULES OF CONTEST

- 1 Contest open to railway ticket agents, employes of reservation bureaus, ticket sellers in stations and depots, employes of recognized travel and tourist agencies in the United States and Canada. This contest is not open to Great Northern employes.
- 2 To enter contest, simply write down name you suggest for a streamlined, all-modern Great Northern train to be used in transcontinental service (Chicago to Seattle-portland). Write 25 words or less on why you believe the name is a good one. Enclose your name, company affiliation, title or job description and your address.
- 3 Mail entries to Great Northern Railway, Name the Train Contest, 175 East Fourth Street, St. Paul 1, Minn.
- 4 Contest closes at midnight, November 30, 1950. Entries postmarked prior to that time will be accepted.
- **5** Judges will be: Irving F. Lyons, Pres. National Industrial Traffic League, San Francisco; Frank J. Rehban, Pres. National Assn. Shippers Advisory Boards, Denver, Al-National Assn. Shippers, Trains Magazine, Milwaukee; bert Kalmbach, Publisher, Trains Magazine, Milwaukee;

Henry B. Comstock, Editor, Railroad Magazine, New

- 6 Decision of judges will be final. If two or more contestants submit the same name, and that name is judged winner, final decision will depend on 25-word statement of reasons. In case of ties, duplicate awards will be made.
- 7 Contest entries become exclusive property of Great Northern. They will not be returned. Great Northern reserves the right to use or not to use the prize-winning name or any contest entries for its transcontinental train or any other train.
- **8** Winner will be notified by mail. Announcement of winner will also be made in this magazine in early 1951.
- **9** Entries will be judged on suitability, availability and quality of reasons for the name-suggestion. Entries not accompanied by a statement of reasons, or not accompanied by name and address, will be disqualifed.
- 10 Contestants may submit as many names as they wish. Each entry must be mailed separately and each entry must be accompanied by a statement of reasons.



MORE Dependable

Freight Service

between
Vancouver, B. C.
and Los Angeles

via Bieber Route— Inside Gateway

Shippers are assured even greater dependability of service when they specify Great Northern and the Bieber Route for shipments to and from California.

Whatever your shipment to or from San Francisco, Oakland or Los Angeles, it will go to its destination swiftly and with greater dependability than ever before via the Bieber Route—Inside Gateway.

Greater dependability is the service dividend to shippers who use Great Northern and the Bieber Route to and from Vancouver, B. C., Seattle, Tacoma, Portland, Spokane, San Francisco, Oakland and Los Angeles.



GREAT NORTHERN RAILWAY

Form 6009 9-50

Printed in U.S.A.

The Great Morthern GOAT
OCTOBER 1950





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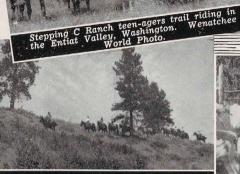
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Dudes and dudettes ride along sage covered skyline ridges.



Enthusiasm makes up for lack of skill as dudettes help round up the "dogies".



This round goes to the bronc at a Fourth of July rodeo, always popular with ranch guests.



Curb service for small frududes at the Trading Post.



Fishing near the Methow Valley Guest Ranch in Washington. Walt Dyke Photo.



Lake Chelan near Stepping C Ranch affords good fishing for teen-age as well as adult guests.

North Central Washington Ranches

Parents in cities all over the United States have come to realize, as never before, the valuable contribution that guest ranch activities seem to make in the preparation of young people for every day living. To many city-bred youngsters and teen-agers, vacations at Western dude ranches fill a vital need, giving contact with rural community life and outdoor living that otherwise might be missed entirely.

Operators of dude ranches in the North Central area of Washington report that during the 1950 summer vacation season, there was a definite "youth movement" to their ranches. The Mad River Stepping C Ranch, operated by Al Constans and located about 35 miles from Wenatchee, for the second year running scheduled a month-long boys' camp during June and July. During this period, most ranch activities were devoted almost exclusively to programs for teenagers.

Hidden Valley Ranch, also located in the vicinity of Wenatchee, and operated by Tom and Nita Whited, entertained a succession of youngsters all season long, with reservations extending from a single week to a full vacation period.

Under the tutelage of expert, patient cowboys, the young guests soon learn the finer points of horsemanship. Next in popularity comes fishing. The youngsters also take part in regular ranch activities, help with the haying, milking, round-up operations and wrangling of horses, making up with youthful enthusiasm for what they may lack in skill.

Boys who attended the camp session at the Stepping C Ranch and those who came as individual guests during the remainder of the season, were given the opportunity to go on extended pack trips into the

higher elevations of the Wenatchee National Forest, remaining overnight at a permanent camp high in the mountains, maintained by the Stepping C management.

At Hidden Valley Ranch, trail breakfasts, visits to nearby spots of unusual interest including an operating placer mine, and moonlight trail rides are numbered among the favorite activities.

For adolescent guests, as well as for adults, the climax of the entire season comes at rodeo time, usually around Labor Day, when cowboys and dudes, young and old alike ride their mounts to town to take part in the pre-rodeo parade and the Grand Entry procession before the main show.

Throughout the Western territory served by the Great Northern Railway are many dude ranches, ranging from swank resorts to more rustic establishments where comfort and convenience without "frills" is the rule. All feature an abundance of excellent food.

Although the summer vacation months bring the biggest influx of vacationers, many of the ranches remain open the year 'round, featuring winter sports and catering to big game parties in season.

New Equipment for GN

Great Northern Railway has placed orders with the American Car and Foundry Company for 250, 70-ton, 41½-foot flat bottom gondola cars, delivery to be made during the third quarter of 1951.

The Spokane, Portland and Seattle Railway, owned jointly by Great Northern and the Northern Pacific Railway, has ordered 200 gondolas of the same type and specifications, also for 1951 delivery.

Three



Vol. 20 October, 1950 No. 10

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

IVAN A. COPPE, Editor

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

The Goat's Cover



The goblins
will get you

If you don't
watch out!

Photo by Josef Scaylea A Night for Fun

Come October 31, once again there'll be witches in the sky, bats will darken the moon, and black cats will slink across the paths of the unwary. Excitement will lurk in every shadow and around every corner. Anything can happen, for it's Halloween.

Unlike Europe's somber observance, in America it's a night for fun. Cares of the weary world are laid aside and frivolity reigns.

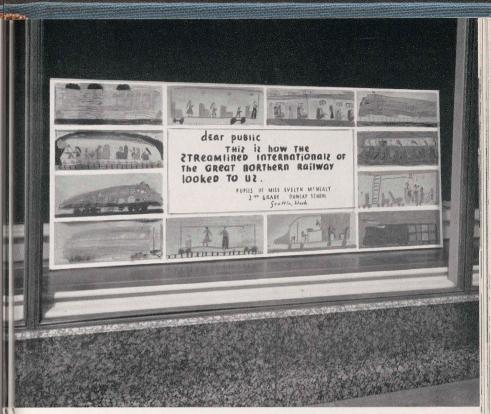
The observance came down to us from the ancient Druids, whose soothsayers danced around bonfires in Britain 2,000 years ago to appease the Lord of Death. The early Christians made it All Saints' Day in honor of the souls of their blessed dead. Their enemies chose the occasion as one for ridicule. They worshipped Satan, called on witches, placed skulls upon unholy altars, and smeared profane crosses on sides of churches.

It is these ancient pagan rites that survive today in unconscious caricature when we blame witches for pranks played under cover of darkness, mark crosses on windows with soap, and place leering jack-olanterns in our windows.

But it's all in fun and all for fun. Whether ringing doorbells for "tricks or treats", bobbing for apples in a festive family circle or mixing mysterious brew before a roaring bonfire, young and old will pay homage to the spirit of merriment on Halloween.

The annual convention of the National Reclamation Association will be held in Spokane, Washington, November 15, 16 and 17, 1950.

Four



Kiddies' drawings depicting their ride on a Great Northern streamliner on display in Great Northern's Seattle City Ticket Office.

Seattle School Kids Ride GN Streamliner

Recently, Walter E. Wilson, Great Northern City Passenger Agent at Seattle, Washington, accompanied thirty-five children from the Second Grade of the Dunlap School in Seattle, their teacher, Miss Evelyn McNealy, and eight mothers on a personally escorted tour of a Great Northern streamliner. Following the tour, the group rode the streamliner from Seattle to Everett, Washington.

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In appreciation of Mr. Wilson's courtesy, each of the youngsters wrote him a personal letter of thanks, and sent with it a crayon drawing inspired by the ride.

Twelve of the thirty-five drawings were selected and incorporated into a window display which was placed on exhibition in Great Northern's Seattle City Ticket Office. The display attracted wide attention and drew much favorable comment.

Five

GN Attorney Retires



Mr. Hagman

Mr. Kane

Retirement of Reuben J. Hagman as general solicitor of the Great Northern Railway, and appointment of Anthony Kane as his successor is announced by Edwin C. Matthias, vice president and general counsel.

Mr. Hagman, with thirty-nine years service with Great Northern, has been general solicitor since 1945, with headquarters in Saint Paul.

Mr. Kane has been in the railway's law department since 1937, and has been assistant general counsel in Saint Paul since 1946.

United Nations Day

The attainment of a lasting peace is, of course, the ultimate goal of the United Nations Organization. And although this goal seems far distant, it is not hopeless. No one now, is in a position to say whether or not this goal will be attained, but it does seem that it is our only hope today, and as such deserves the support of us all

We of the United States should be particularly proud of this great world organization and support it, for we have led the world in bringing together peoples of different interests and from different places for the good of all. October 24 has been designated as "United Nations Day".

GN Wins "Oscar"

Great Northern again has won an "Oscar of Industry" award for excellence of an annual report to stockholders.

The award for the best annual report of railways in the northwestern region for 1949 was announced by Financial World, New York publishing concern. Financial World conducts a yearly survey of annual reports of more than 5,000 industries in this country and abroad. Great Northern was awarded an "Oscar" for its 1945 annual report, and has won eight citations in the Financial World competition in the past ten years.

Vernon P. Turnburke of St. Paul, Great Northern Vice President, Executive Department, will accept the new "Oscar" in New York on October 30. Editor of Great Northern's annual report to stockholders, Mr. Turnburke will receive a bronze trophy from Weston Smith, Executive Vice President of Financial World, at a special awards dinner in the Statler Hotel.

Second place award for northwestern lines went to the Chicago, Milwaukee, St. Paul & Pacific, and third honors went to the Chicago & North Western.

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Northwest Wood Products Clinic

The improving of lumber quality through better practices in mill and woods operations is the theme that has been adopted for the 1951 Northwest Wood Products Clinic which will be held at the Davenport Hotel in Spokane, Washington, March 5-6, 1951.

Join the Crusade for Freedom and back your country's cause in the fight against communism.



New Moorhead Hotel

Radio broadcasts and special events marked the September formal opening of the new Frederick Martin Hotel in Moorhead, Minnesota, in the heart of the Red River Valley.

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Civic leaders, dignitaries from Minnesota and North Dakota, and the public generally joined with the hotel management in a two-day grand opening round of festivities which included general inspection tours of the hotel's facilities. Cedric Adams, Minneapolis newspaper columnist and network radio personality, acted as master of ceremonies.

The new building, modern in every detail and with many unusual innovations, is fireproof throughout. The building is seven stories in

height, occupies a ground area of approximately 80x80 feet, and presents a streamlined appearance.

Accommodations and facilities include 110 guest rooms, a large ballseveral distinctive dining room. rooms and cocktail lounges. The top floor, which houses the spacious "Top of the Mart" and the unique "Tree Top Room", is entirely enclosed with thermopane glass panels from which many miles of the Moorhead-Fargo area may be seen.

Moorhead, the largest city in Western Minnesota, claims the distinction of being the fastest growing city in the Northwest, with a population gain of 52.6 per cent during the past ten years.

Seven

Parlor Car Fares Reduced

Parlor car fares on Great Northern's Red River streamliner between Saint Paul, Minneapolis, Saint Cloud, Alexandria, Fergus Falls, Fargo, Grand Forks and intermediate points where the train makes scheduled stops, have now been substantially reduced and apply with first class rail transportation.

The reduced one-way parlor fare between Saint Paul-Minneapolis and Saint Cloud is 30c; Alexandria 60c; Fergus Falls 75c; Moorhead \$1.00; Fargo \$1.00; Grand Forks \$1.30.

Seattle-Victoria Steamship Service

The following schedule for Canadian Pacific Steamship Company steamers between Seattle, and Victoria, B. C., will be in effect October 4, 1950 to April 11, 1951.

4:15 PM Lv. Seattle Ar. 3:15 PM 9:30 PM Ar. Victoria Lv. 10:00 AM

Twin City-Rochester Motor Car Service

Convenient limousine service is now provided by the Jefferson Transportation Company between Minneapolis-Saint Paul, and the Mayo Medical Center at Rochester, Minnesota.

The service operates from Minneapolis via Fort Snelling direct to Rochester. Pick-up service is available at the Minneapolis Great Northern Station and loop hotels 15 minutes prior to departure from the Bus Depot, affording connections with Great Northern passenger trains. Passengers to and from Saint Paul are handled by taxicab to and from the Fort Snelling waiting station for transfer to the limousine.

GN Name the Train Contest

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A "Name the Train" contest, with a prize of \$500.00, is being sponsored by the Great Northern Railway to obtain name suggestions for a streamlined transcontinental train to be placed in service between Chicago and Seattle-Portland some time in 1951. The competition is open only to persons in the railway travel business—railway ticket agents, employes of reservation bureaus, ticket sellers in stations and depots, and employes of recognized travel agencies in the U. S. and Canada.

Entrants are to submit the name they suggest for the train, and present their reasons for proposing the name in 25 words or less. The contest closes at midnight, November 30, 1950, and entries postmarked prior to that time will be accepted.

Judges are: Irving F. Lyons, president, National Industrial Traffic League, San Francisco, California; Frank J. Rebhan, president, National Association of Shippers Advisory Boards, Denver, Colorado; Albert Kalmbach, publisher, Trains Magazine, Milwaukee, Wisconsin; Henry B. Comstock, editor, Railroad Magazine, New York City.

A similar contest with \$500.00 as the prize is being conducted among Great Northern employes.

Entries are to be mailed to the Great Northern Railway, Name the Train Contest, 175 East Fourth Street, Saint Paul 1, Minnesota.

Trail-Nelson B. C. Bus Schedules

Motor busses between Trail and Nelson, B. C., via Fruitville and Salmo, now leave Trail at 3:00 PM, arrive Nelson at 5:30 PM.

Returning busses leave Nelson at 10:30 AM, arrive Trail at 1:00 PM.

Eight

Wheat Rust Control

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The rust epidemic which this year ravaged the wheat fields of Minnesota and North Dakota is considered to be the worst since 1935. The 1950 outbreak was caused by a rust identified as Strain 15B, which had its origin in Pennsylvania, and to which all varieties of wheat now being grown commercially, and all varieties in plant breeders' test plots are susceptible.

Studies show that the only feasible method of preventing loss from rust is eradication of barberry, upon which the rust is born, and development of new varieties of resistant wheat. Heretofore, when rust hit, new varieties of resistant wheat were available to introduce in such a crisis. No new such variety is available at the present time, however.

The Agricultural and Mineral Development Department of the Great Northern Railway has kept close contact with the rust problem in its territory. E. B. Duncan, Director, and Paul C. C. Wagner, Agricultural Development Agent, meeting with the Agricultural Committee of the Grand Forks Chamber of Commerce, have organized a rust prevention conference to be held in Grand Forks, November 6. Leading rust prevention personnel and plant breeders will participate, including Dr. E. C. Stakman, Chief, Division of Plant Pathology and Botany, University of Minnesota: Donald G. Fletcher, Executive Secretary, Conference for Prevention of Grain Rust; Dr. K. S. Quisenberry, Head Agronomist, Division of Cereal Crops and Diseases, Bureau of Plant Industry, U. S. Department of Agriculture.

It is expected that representatives from Canada and Mexico, plant breeders, grain men, farmers, railroad representatives and others interested will attend the conference.

GN Auditor Retires



Mr. Brown

Mr. Bell

Retirement of H. H. Brown, auditor of freight receipts, of Great Northern Railway, and appointment of A. V. Bell, assistant auditor of freight receipts, to succeed Mr. Brown, is announced by J. A. Tauer, the railway's comptroller.

Mr. Brown, who came to the Great Northern in 1907, served in various capacities in the accounting department prior to his appointment as auditor of freight receipts in 1945. He was a member of the Interline Freight Accounting Arbitration Committee of the Association of American Railroads the past year.

Mr. Bell began his employment with Great Northern in 1905 and has been assistant auditor of freight receipts since 1945.

Also announced by Mr. Tauer is the appointment of W. J. Donahue and L. J. Kittley as assistant auditors of freight receipts.

The tenth annual observance of National Bible Week, will be held October 16 through the 22nd. It is sponsored by the Laymen's National Committee, a non-sectarian, non-profit organization, and its objective is to emphasize the importance of religion in maintaining a free government.

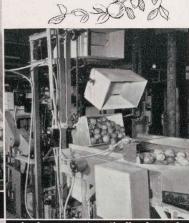
Nine

apple Harvest Jime FAMOUS WENATCHEE VALLEY OF WASHINGTON

Throughout the Magic Wenatchee Valley in the State of Washington, "Appleland, U. S. A.", preparations are in full swing for the harvest of another Appleiand, O. S. A., preparations are in full swing for the narvest of another huge apple crop. The height of the harvest is expected to be reached during nuge apple crop. The neight of the narvest is expected to be reached during the nation-wide observance of National Apple Week, October 26 to November 4. nation-wide observance of National Apple week, October 25 to November 4. Fifty years ago this season, the first commercial shipment of the fruit, one lone Great Northern carload, was made from the city of Wenatchee. During



Long flat bed motor trucks transport apples from orchards to packing plants.



Apples are automatically dumped and conveyed to washing and

Sorting ading re

accurating expe



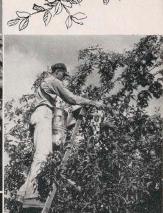
An overhead conveyer named "Merry-Go-Round" carries boxed apples from packing to storage plants.



Boxed apples are stored in huge cold storage plants awaiting shipment.



Framed by the fruit that makes it famous is Washington's Magic Wenatchee Valley, "Apple Capital of the World".



Harvesting remains a hand operation and requires expert pickers.



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Each apple is individually wrapped in protective tissue.



Lids are automatically nailed on boxes preventing the bruising of apples.



Manical conveyers transport boxes of apples Western Fruit Express "reefers" for shipment around the world.



Icing of refrigerator cars at GN's Wenatchee icing platform requires thousands of tons of ice.

Photos by Walt Dyke.

rage

Rail Model "Deepfreeze"

Especially developed for the transportation of frozen commodities at temperatures of zero and below, a revolutionary "sharp freeze" refrigerator car was recently exhibited at the Great Northern team track West of the King Street Station at Seattle, Washington.

Designed to keep pace with the rapid growth of the frozen food industry, the new "reefer" has a diesel-electric refrigeration unit in a separate compartment at one end of the heavily insulated car. A diesel powered generator provides the current for electric motors which in turn operate the compressor and air circulating fans. Electric heating elements automatically defrost evaporator coils as required.

The new equipment was developed by the Frigidaire Division of General Motors Corporation in cooperation with Fruit Growers Express, Western Fruit Express and Burlington Fruit Express. Western Fruit Express is a subsidiary of the Great Northern Railway.

APPLE HARVEST TIME

(Continued from page 10)

the intervening half century, the industry has steadily grown and prospered, until today, the Wenatchee and Okanogan Valley orchards annually ship, from Wenatchee, to markets in all parts of the world, approximately 20,000 carloads of apples.

The climate of the area is almost perfect for apple culture, as the snow-flecked Cascade Range to the West shields the valley from damp winds that otherwise would blow in from the Pacific. Warm summer days with an abundance of sunshine, and cool nights, tend to make Wenatchee

apples bigger, juicier, firmer and crisper than apples grown in most other localities.

Climate and suitable soil are but partly responsible for the superiority of apples from the Wenatchee district. Throughout the years, close cooperation between growers, packers, shippers, horticultural departments of colleges and universities, and state-sponsored experiment stations has resulted in greatly improved cultivation techniques, pruning practices, methods of soil treatment, spraying, processing, storage and shipment.

Where, during the industry's earlier years, almost every operation connected with handling of the crop was performed by hand, modern, specialized machinery now does the job, much better and far more rapidly. Actual picking, however, remains largely a manual operation.

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Only the finest fruit is shipped from Wenatchee in its natural state. Thousands of tons of cull apples are converted into juice, concentrates, jelly, jam, vinegar and confections. Much of this processing is done locally, bringing new industries and new opportunities for employment to the area.

Wenatchee, "Apple Capital of the World", and the great orchards of the Wenatchee-Okanogan area are served exclusively by the Great Northern Railway, which has played a major part in the encouragement and development of the area's greatest industry.

National Apple Week, which has become a national institution, is a joint, concentrated effort of various interested organizations, to extend the use of apples and apple products, and features special publicity, window displays, posters, school programs, and apple menus in hotels, restaurants and railway dining cars.

Twelve



The Spirit is Willing

Discussing his tennis technique, a stout, amiable bald man panted:

"My brain immediately barks out a command to my body. 'Run forward speedily,' it says, 'Start right away! Slam the ball gracefully over the net, then walk slowly back!"

"And then what happens?" he was

asked.

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"And then," replied the bald man, "my body says, 'Who, me?'"

Can You Tie This?

An alert looking man was gingerly picking his way along the ties of a railroad, seemingly in search of something or someone.

"What are you looking for?" in-

quired a curious bystander.

"The president of this railroad," was the answer.

"But, you'll not find him here."
"Maybe not, but I'm on his track!"

Bears and Bulls

Two breezy Westerners who visited Wall Street in search of funds for mine developments, were introduced to a shrewd financier. "Suspicious old chap, isn't he?" remarked one, when they had left him.

"I didn't notice. How was that?"
"Didn't you see how he counted
his fingers after I had shaken hands

with him?"

How True!

"What do you call your mule?"
"Railroad," replied the elderly negro.

"How did you come to give him

such a name?"

"From studyin' de animal an' readin' de papahs. Dis mule gets mo' abuse and blame dan anythin' else in de township, an' goes ahead doin' his work jes de same."

Vindication

Boss: "Jones, you disappoint me. I was told you were seen at the company party intoxicated and pushing a wheelbarrow."

Jones: "Why, yes, but I thought

you approved.

Boss: "Of course not. Why should

Jones: "Cause you were riding in the wheelbarrow."

Make A Wish

Distracted wife (at bedside of her sick husband): "Is there no hope, Doctor?"

Doctor: "I don't know, madam; tell me what you are hoping for."

Insurmountable

A young woman took a job as governess, then suddenly left it. Asked why she resigned, she said:

"Had to. Backward child, forward father."

Thirteen

Appointment



Mr. Watson

Appointment of Ralph A. Watson as Great Northern's Assistant Geologist at Spokane, Washington, is announced by E. B. Duncan, director, of the railway's Department of Agricultural and Mineral Development.

Mr. Watson, who holds a degree in Mining

Engineering from the University of Wisconsin, comes to Great Northern from the Anaconda Copper Mining Company, Butte, Montana, where he was successively, Assistant Mining Engineer, Mine Geologist and Field Geologist.

Glacier Survey

The annual survey and mapping project of Glacier National Park's three largest glaciers, Grinnell, Sperry and Jackson, and aerial mapping of the park's estimated 50 glaciers has recently been completed.

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Studying the ice masses to determine the change during the past year were Park Naturalists M. E. Beatty and Don Robinson, and specialists from the U. S. Geological Survey and the National Forest Service.

The year 1890 is believed to have marked the period when the glaciers started their present cycle of diminution in size. The studies just completed will show the effect the past four long winters of unusually heavy snows has had.

Sperry Glacier, the park's largest ice mass, now covers the equivalent of about 70 city blocks and has depths of over 300 feet.

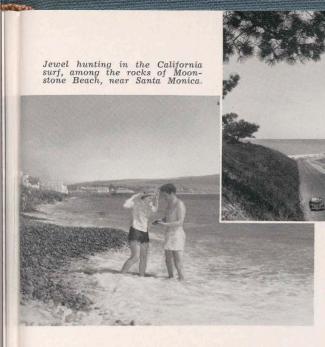
Kalispell-Whitefish Motor Bus Service

Passenger bus service, between Kalispell and Whitefish, Montana, has been inaugurated by Great Northern replacing local passenger train service between Kalispell, Columbia Falls and Whitefish. Motor busses will operate over U. S. Highway No. 93 direct from Kalispell to Whitefish with no intermediate stops, on the schedule shown below, subject to change when necessary to conform to arrival times of trains at White-

fish. This service will make connections with all Great Northern main line passenger trains.

All rail tickets to and from Kalispell with a prior or subsequent rail haul will be honored on busses. No local passengers will be carried between Kalispell and Whitefish. Temporary bus equipment will be used until new equipment especially designed for this operation is received.

	Meets #2	Meets #27	Meets #3-4	Meets #1-28	
Lv. Kalispell	6:05 AM	10:30 AM	2:15 PM	5:30 PM	6:50 PM
Ar. Whitefish	6:35 AM	11:00 AM	2:45 PM	6:00 PM	7:20 PM
Lv. Whitefish	7:00 AM	11:30 AM	3:45 PM	6:15 PM	7:25 PM
Ar. Kalispell	7:30 AM	12:01 PM	4:15 PM	6:45 PM	7:55 PM
Fourteen					



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Weirdly twisted Torrey Pines, frame the scene on the way to San Diego in Southern California. All-Year Club of Southern California Photos.

California Autumn

Autumn in Southern California is in reality a "second summer", because of the dry, subtropical climate, found nowhere else in North America. The normal mid-day temperature for October, mid-month in the Fall vacation season, is 73.8 degrees, compared to 72.7 degrees in June.

An especially interesting tour for this time of year is the trip from Los Angeles along the Pacific to San Diego and Old Mexico. The jaunt covers about 125 miles and can be made in a leisurely one-day trip by sightseeing bus.

The countryside is considerably different from that of other sections of the nation, especially at this time of year, and the harvests are unusual as well. The leaves on orange

and lemon trees are waxy green, and instead of corn and pumpkins, avocados, oranges and other lush fruit are being picked.

First stop is Mission San Juan Capistrano, "where the swallows return". This Spanish outpost was founded in 1776, the same year in which the Declaration of Independence was signed on the other side of the continent. Visitors explore its mellowed adobe and brick walls, and stroll in its garden, one of the loveliest in all the world.

From San Juan Capistrano, the highway emerges at the Pacific, then follows the seashore down the coast. Oceanside, next along the route, is an excellent place for surf bathing. Adjoining is the seaside town of

(Continued on page 16)

Fifteen



GN Plans Trackage Expansion in Seattle Area

Great Northern Railway has taken an option for purchase of all capital stock of the Pacific Coast Railroad, a 30-mile freight line operating in and around Seattle, Washington.

Price was placed at \$1,700,000, with purchase subject to approval by the Interstate Commerce Commission.

Involved is 22.43 miles of main line extending from Washington Street in Seattle, through Renton, to Maple Valley, Washington, and a 7.44-mile branch line from Maple Valley to Black Diamond, Washington. Industrial trackage and property in the Renton district is included, but not the Pacific Coast Railroad's Seattle waterfront properties, which recently were sold to the Port of Seattle.

CALIFORNIA AUTUMN

(Continued from page 15)

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Carlsbad, famed for its hot springs and fine hotel.

The route goes through Leucadia, Encinitas and Solana Beach, an area famous for avocados, the fruit with the leathery green skin. Next is Del Mar track, founded by Bing Crosby and Pat O'Brien. The track buildings are constructed in the quaint red tiled roof Spanish style.

Torrey Pines Park, bordering the highway, is actually the edge of a lost continent. The weirdly twisted Torrey Pines which grow here, once formed a forest over a continental section that stretched seaward from the present coastline. Geological upsets submerged the land, and the trees vanished. Now they are found in all the world only alongside the highway and on Santa Rosa Island, 175 miles off shore.

Further South is Mission Bay State Park, where approximately \$20,000,000 is being spent to build sailing channels, bayside picnic facilities and other attractions.

There is a great deal to see in San Diego, and visitors can spend several days exploring 1,500-acre Balboa Park alone, with its lush vegetation and buildings which served two World's Fairs.

About 15 miles South of San Diego is the border of Old Mexico. Vacationists can cross at will to Tijuana, the Mexican city of sidewalk bazaars and costumed merchants. Shops display signs in both Spanish and English, and most of the people are bi-lingual.

To help vacationists see and do the most during their trips, the All-Year Club of Southern California, provides free maps, guidebooks and sightseeing information at the Visitors' Bureau in downtown Los Angeles.

Sixteen

Wear It Proudly!

Amid the scattered and often unrelated appeals that annually lay siege to the pocketbooks of the American public, the Community Chest stands out as the one big united community campaign. No other gift can possibly serve so many people in so many ways.

This year, under the familiar symbol of the Red Feather, more than 15,000 vital community agencies serving children, youth, families and the aged again put their faith in the united, cooperative and orderly way of raising funds for voluntary health and welfare services in their own communities.

They will be backed up by over a million citizen volunteers—business men, industrial leaders, labor people, housewives, teachers, doctors. These volunteers know the Red Feather services first-hand, their needs and their budgets. As individuals they differ in many ways—in their religious faith, their economic status, and in their politics. But as good citizens they are united in one common purpose: to help build the best possible programs of health and welfare for their home communities.

Give generously—wear the Red Feather proudly!

Bereavement

Charles Herrin, the first editor of The Great Northern Goat when it began publication in March 1924, died on September 16.

Mr. Herrin began employment with Great Northern in January 1907 as a clerk in the railway's passenger department. He joined the advertising department staff in February 1913 and retired account disability in July 1941.

Noted Writer Visits Glacier Park



Left to right: Chief Old Chief, Chief Buffalo Hide, Chief Weasel Feather and Princess Sorrel Horse Rider (Mrs. Huston).

Authority and writer on the North American Indian, Mrs. Horace H. Huston of Teaneck, N. J., became an honorary member of the Blackfeet nation in Glacier National Park in August. The ceremony was held during Mrs. Huston's trip through Glacier with Mr. Huston, who is General Traffic Manager of the American Can Co. Mrs. Huston's Blackfeet name is Princess Sorrel Horse Rider.

The Saint Paul, Minnesota, Civic Opera will open its 18th consecutive season on October 19 and 21 with the presentation of "Faust" in the city's Municipal Auditorium.

Seventeen

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Mr. Parker

H. A. Parker, long-time Bureau of Reclamation Engineer, has been appointed Acting Manager of the million acre Columbia Basin Project.

Formerly Supervising Engineer of the Irrigation Division, Mr. Parker has been in charge of

construction and development from the Lower Equalizing Reservoir Dam near Coulee City, Southward to the end of the project. He has been an employe of the Bureau for a total of over 40 years.

Mr. Parker was named to fill the vacancy created by the voluntary retirement of Frank A. Banks, widely known as the builder of Grand Coulee Dam and other major Bureau of Reclamation structures.

With 44 years of active government service, Mr. Banks was the oldest employe in years of active service in the Bureau of Reclamation. He will remain with the Bureau in an advisory capacity.

Railroad Hour

Back on its regular Fall and Winter format, the Railroad Hour, heard every Monday evening over NBC, again presents great musical shows with baritone Gordon MacRae and guest stars from stage, screen and radio.

"Roberta", will be given October 9; "Countess Maritza", October 16; "Revenge with Music", October 23; "Show Boat", October 30.

Eighteen

Playground Project

A splendid example of community service is the McCall's Magazine-sponsored playground project in Minneapolis, Minnesota, as the magazine's contribution to American children in 1950, year of the "Midcentury White House Conference on Children and Youth".

The "Yard" is a playground designed to stimulate creative play so that children learn the basic processes of living while playing. It is supplied with tools, paint, old lumber, brick, nails and second-hand materials of all kinds including an old box car. Children are allowed and encouraged to build and create shacks, caves, tree-houses, Indian teepees, or whatever they wish.

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The complete story of the project is contained in the October issue of McCall's.

American Bowling Congress

Saint Paul, Minnesota, will be the bowling hub of America from April 7 to June 2, 1951, during the American Bowling Congress tournament, sponsored by Saintpaulites, Incorporated.

The tournament will be held in the city's Municipal Auditorium where 40 especially constructed alleys will be installed for play. Some 6000 teams—36,000 bowlers and their families—will converge on the city during that period along with thousands of spectators witnessing the "World Series" of the kegling world.

The aggregate tractive effort of locomotives owned by the railroads is now nearly 7½ per cent greater than ten years ago, but the average tractive effort per locomotive has increased nearly 12 per cent.

Members of the Veterans' Association of the Great Northern Railway reported deceased during September

reported deceased during September, 1950, are: Anton Becker, engineer, Denver, Colo.; William F. Cox, conductor, Auburn, Wash.; Roy E. Fleming, cashier, Coeur D'Alene, Idaho; James Johnson, engineer, St. Paul, Minn.; Tarris M. Pyle, mail handler, Spokane, Wash.; Max I. Stesin, baggageman, Seattle, Wash.; John C. Sullivan, yardmaster, Williston, N. D.; Albin C. Selvig engineer, Willmar, Minn.; Fred J. Trippen, switchman, Minneapolis Junction, Minn.; John Timmer, fireman, Albany, Minn.; William F. Vodicka, switchman, Minneapolis Junction, Minn.; Harold O. Young, assistant general yardmaster, St. Paul, Minn.

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Members reported pensioned during September, 1950, are: Harold G. Brager, agent-telegrapher, Rothsay, Minn.; Charles H. Cummings locomotive foreman, Sioux Falls, S. D.; William C. Enkers, conductor. Breckenridge, Minn.; Reuben J. Hagman, general solicitor, St. Paul, Minn.; Samuel P. Lyke, locomotive engineer, Minneapolis, Minn.; John Mastel, flue welder, Great Falls, Mont.; Robert E. McSloy, agenttelegrapher, Ronan, Mont.; Emil R. Naslund, clerk, Superior, George L. Robinson, conductor, Medford, Ore.; Nicholas F. Seil, train master, Great Falls, Mont.; Victor A. Tetu, shop superintendent, St. Paul, Minn.

Under the rotating plan, the Northern Pacific Railway will provide Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead, October 1 through January, 1951, on its trains Nos. 3 and 4. There will be no set-out Twin Cities, Moorhead-Fargo sleeping car operated by Great Northern during this period, although Great Northern trains 29 and 10 between Saint Paul-Minneapolis and Grand Forks carry a standard Pullman.

Seattle and Spokane, Washington, Portland, Oregon, and other cities on the Great Northern Railway which have been observing Daylight Saving Time, returned to Standard Time, effective Sept. 24.

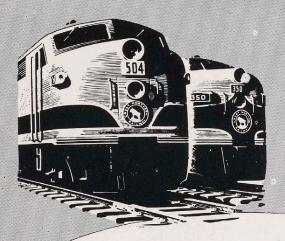
The Ephrata, Washington, Chamber of Commerce has discontinued the operation of sightseeing tours from Ephrata to Grand Coulee Dam.

H. B. Bassett has been appointed assistant general superintendent transportation with headquarters at Seattle, Washington.

Special summer season roomettebedroom cars on the Oriental Limited have been removed from service.

Nineteen

Great Northern



EVERY DAY EACH WAY

Chicago · St. Paul Minneupolis · Spokane Seattle · Portland California

2 Great Trains

EMPIRE BUILDER

Westbound—Leaves Chicago Union Station daily at 1 PM over Burlington lines

Eastbound—Leaves Seattle daily 3 PM— Portland 3 PM

ORIENTAL LIMITED

Westbound—Leaves Chicago Union Station daily at 11:15 PM over Burlington lines

Eastbound—Leaves Seattle daily 10:30 PM
—Portland 8:30 PM

GREAT NORTHERN

Both trains connect in Portland with new Streamliners to and from California



Printed in U.S. A.

The Great Morthern
GOAT

NOVEMBER 1950



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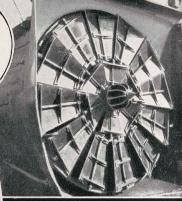
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Head end of new GN rotary plow, with 12-foot wheel and hood

GN's rotary snow plow X-1511 and tender, coupled to a steam locomotive which provides propulsion.

Side wings are down on this dozer, constructed at the railway's Saint Cloud, Minnesota shops.



Flanger blade at rear of dozer, shown in raised position.

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Mechanism which permits change of scraper angle, horizontally and vertically.

New GN Snow-Fighting Equipment

For the past thirty years, the Great Northern Railway has developed and constructed most of its own snow fighting equipment. Some of the units have been designed to meet general winter conditions throughout the system, while others have been built to cope with unusually heavy snows and slides found along certain segments of line.

Three combination snow-gravel dozers were completed at the rail-way's shops at Saint Cloud, Minnesota, during 1949. Tested in actual service during the final weeks of last winter season, they proved superior to any built previously, and have been delivered to the Spokane, Minot, and Dakota Divisions.

Although conventional in appearance, they contain many innovations developed by Great Northern, and are unique in that all wings are operated pneumatically, and in that they are self-sufficient units, except for propulsion.

Engine rooms are lined with steel and cabs with plywood. All glass is laminated with screens placed over front windows for protection. Underframes, body framing, sheathing and roof sheets are welded. Trucks are 70-ton of 5′0″ wheel base. Total weight is 140,800 pounds.

The front plow can be raised approximately six inches above the rail, with side portions hinged to facilitate rerailing of the front truck. The small side wing is actuated by two 6" cylinders, one for vertical movement of the front edge, the other for horizontal movement of the outward edge. The large wings are moved out from the body by a cylinder fitted to a lever that is fixed to the boom, and are moveable vertically as well.

The scraper is a standard motor grader mechanism, the blade being

raper

raised by a single cylinder. It is possible to change the angle between the blade and the center of the track, and the angle of the blade with the vertical plane.

Built at Great Northern's Dale Street shops in Saint Paul, Minnesota, a steam-powered rotary snow plow has been assigned to the Cascade Division in Western Washington. Loaded weight of the plow and tender is 608,300 pounds, with an overall length of 89′ 3½″.

The rotary wheel operates in either direction at 150 rpm., with full load, power being furnished by a radial stayed locomotive type boiler using oil for fuel and capable of developing 1,730 horsepower. Rotor wheel and axle shafts are equipped with Timkin bearings. The boiler is designed to carry 200 pounds steam pressure, and is equipped with superheater, steam dryer and low water alarm.

A hydraulic lifting device consisting of a pump powered by a steam turbine is utilized to raise the hood to a height of 7" over rails to clear switches, crossings, etc. The hood is 12' 0" wide, and by means of extension wings, width of snow cut is increased to 13' 4".

Fuel and water for the boiler are carried on the tender which is connected to the plow with twin drawbars and a type E-2 radial buffer. Tender water capacity is 22,000 gallons and fuel capacity is 5,600 gallons. A portable pump with a capacity of 15,000 gallons per hour is mounted on the tender so that the water supply may be replenished from wayside creeks.

An intercommunication system between the cab of the plow and the locomotive pushing it, permits conversation between crews of the rotary and the locomotive pusher.

Three

the Great Northern

Vol. 20 November, 1950 No. 11

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

IVAN A. COPPE, Editor

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

The Goat's Cover



Thanksgiving day bids us rejoice

And praise the Lord with cheerful voice.

Black Star photo.

Thanksgiving 1950

We thank Thee for our daily bread; For faith by which the soul is fed; For burdens given us to bear:

For hope that lifts the heart's despair.

We thank Thee, Lord, for eyes to see The truth that makes, and keeps, men free:

For faults—and for the strength to mend them:

For dreams—and courage to defend them.

We have so much to thank Thee for, Dear Lord; we beg but one boon more:

Peace in the hearts of all men living, Peace in the whole world this Thanksgiving.

We have much for which to return thanks, for America is founded, and has grown great on freedom, freedom of worship and conscience, freedom of choice and opportunity, freedom to work, to save, to enjoy the fruits of saving, and to pass them on to our children, freedom to make mistakes and freedom to fail but if we fail, freedom to try again.

Upon a foundation of freedom, the American people have built their agriculture, their great industries, their unparalleled productive capacity, their economic life.

As an essential part of our economic life, America's railroads provide the nation with its basic common-carrier transportation. For the railroad is the only form of transportation which can and does handle anything moveable, for anyone, in any quantity, anywhere, and in any season of the year.

Poem by Joseph Auslander. Reprinted from THIS WEEK Magazine. Copyright 1949 by United Newspapers Magazine Corporation.

Four



Left: Streamlined Empire Builder model has been exhibited in many parts of the country.

Right: The new newsstand, tobacco and novelty shop in the Saint Paul Union Depot.

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Magazine



Saint Paul Union Depot Modernizes Travel Facilities

Recently completed in the Union Depot at Saint Paul, Minnesota, is a new and modern combination newsstand, tobacco and novelty shop, located in the concourse, in the space previously occupied by a soda fountain and snack bar. The formal opening was complete with ribboncutting ceremonies participated in by Mayor Edward K. Delaney of Saint Paul and other civic officials. According to Harry P. Congdon, Vice President and General Manager of the Saint Paul Union Depot Company, the new and more convenient location and the bright and cheerful appearance have resulted in considerably increased sales of merchandise.

The soda fountain was moved to the coffee shop on the other side of the concourse. The coffee shop, which formerly closed at 8 PM, now provides food and beverage service until 11:30 PM.

Permanently located in the Union Depot is one of the largest and most elaborate model railway systems in the country. Operated and maintained by the Twin City Model Railway Club, the system contains many hundreds of feet of mainline track, sidings, switches, bridges, tunnels, freight and passenger trains and related equipment, everything constructed to a scale of one quarter inch to the foot, with accuracy in every detail, including design, coloring, lettering and so on.

Several Great Northern trains are represented, including a model of the streamlined Empire Builder which has been exhibited in many parts of the country.

Five

Annual Report Award



Great Northern Railway was awarded a bronze "Oscar of Industry" on October 30, for the best annual report to stockholders for 1949 for northwestern lines. Receiving the award in New York was V. P. Turnburke, of Saint Paul, left, Great Northern's Vice President, Executive Department. On the right is Weston Smith, Vice President of Financial World, which sponsors the annual "Oscar of Industry" awards.

Traffic Club Dinner

The annual dinner of the Traffic Club of Minneapolis, Minnesota, will be held on Thursday, December 7. The Traffic Club of Minneapolis was organized in November 1911 and staged its first annual dinner in 1912. Rowland E. Dobbins, Traffic Manager of Northrup King and Company, and L. L. Sanford, are president and secretary, respectively, of the club this year.

Grand Coulee Dam

Installation of two new 108,000 kilowatt generators at Grand Coulee Dam this year has made it possible for the plant to carry heavier loads than ever before, new 24-hour period production records being set almost daily.

It is expected that still another generator will go on the line before the end of 1950, with the final three to be placed in service in 1951, completing the installation of 18 generators.

The seasonal increase in load in the Pacific Northwest Power Pool and the normal seasonal drop in rivers all over the area is throwing a considerably increased load on the huge dam's power producing facilities. Up until just recently, however, the flow of the Columbia River has been sufficiently high to enable the Grand Coulee plant to produce at a higher capacity than ever before, without lowering the water level of the storage reservoir.

Wildlife Haven

Latest annual animal census figures for Glacier National Park in Montana, compiled by A. D. Cannavina, assistant chief ranger in charge of forestry and wildlife, show that the Park is home to approximately 2,600 elk; 614 white tailed deer; 1,030 mule deer, 850 Rocky Mountain goats; 305 black bears; 115 grizzlies; 170 bighorn sheep, 150 moose; 50 bald and 40 golden eagles. This count shows a drop in population of bighorn sheep and white tailed deer, attributed to the especially severe 1949-50 winter season.

Migration from Glacier Park, in which game is protected, helps maintain an abundance of wildlife in neighboring areas that are open to hunting.

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The Railroad Hour Chorus, directed by Norman Luboff, provides vocal support for baritone Gordon MacRae (at microphone).

Railroad Hour

Although seldom called upon to carry the main theme of the Railroad Hour, award-winning radio program sponsored by the Association of American Railroads, the vocal chorus provides the essential background of mood and atmosphere. Together with the orchestra, it embellishes the personality of the stars, emphasizes action, and connects the running narrative into a complete story.

Directed by Norman Luboff, a recognized leader in the field, the mixed group which performs in support of Gordon MacRae and topflight guest stars, includes some of the outstanding names in choral work. Several have won fame as soloists and have radio and television programs of their own, but for the Railroad Hour, they subdue personal publicity to their work as a group.

On Monday, November 20, Ilene Woods will share the spotlight with Gordon MacRae, permanent singing host and master of ceremonies in "Snow White". "Connecticut Yankee", with Ginny Simms, will be presented on November 27.

Seven

GREAT NORTHERN RAILWAY-A GREAT WAY TO TRAVEL

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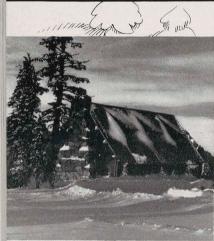
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FROMDA

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Looking downhill from the first tower of the 3,220-foot T-bar lift on The Big Mountain near Whitefish, Montana.





Northern Rocky Chalet at The Big Mountain Ski Area in Montana.

The Community House at Paradise Valley, Rainier National Park in Washington.







Ski tracks in the powder snow on Mount Baker in Washington. Ray Atkeson photo.

iver Sports in the Pacific Morthwest

FROMMID-FALL TO LATE SPRINGTIME

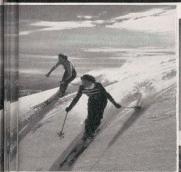
scant twenty years ago, skiing in the Uted States and Canada was a rugged sport, minlged in by but a few thousand hardy cases, most of whom had learned the art in alth European Alps or in Scandinavia. To-alda as a result of a tremendous and sustained (Continued on page 10)



Ast's conception of the proposed new Mount Spokane Lodge in Washington.



The picturesque Forest Service building at Stevens Pass, Washington. Stuart Hertz photo.



do snows of Mount Hood near ene Lodge in Oregon. Re Atkeson photo.



The big Ski Bowl chair lift on Oregon's famed Mount Hood near Timberline Lodge in Oregon. Ray Atkeson photo.



Defense Transportation

The National Defense Transportation Association was organized in 1944 to further transportation preparedness and to foster a closer working relationship between the Armed Forces and the civilian transportation industry.

In view of present conditions the Association has inaugurated a program to assist the Armed Forces in the utilization of the transportation skills of members in case of an emergency. To reduce to the minimum possible cases of "square pegs in round holes" in the transportation field a roster of transportation experts will be maintained at local chapters, of which there are 50 located in principal cities of the United States, and in foreign countries where U.S. forces are stationed. A duplicate roster will be maintained at National Headquarters in Washington, D. C.

PNW WINTER SPORTS

(Continued from page 9)

surge of popularity, over three million Americans ski almost every week end throughout the winter season. Increasing thousands of enthusiasts plan their annual vacations to coincide with part of the winter sports activities.

Skiing of one sort or another is possible during much of the winter season in most sections of the country where there is sufficient snow, but a winter wonderland where the season is longer, the snow conditions better, and the terrain more varied, is that vast area comprising Montana, Northern Idaho and the Pacific Northwest states of Washington and Oregon, served by the Great Northern Railway.

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Here are three major mountain ranges—the Rockies, the Cascades and the Olympics—and several minor ones, offering slats-fans steep, moderate and gentle slopes, vast snow fields, and thousands upon thousands of acres perfect for trail running. Snow conditions are usually excellent, the dry powdery variety being the rule rather than the exception during the long season. Winter sports activities in most localities begin around the first of November and in many cases extend into late spring and into the early summer months in some areas.

Accommodations and facilities available at the many winter sports centers range from the more primitive dormitory-type chalets where Spartan simplicity is the rule to elaborate and luxurious resort hotels. Uphill locomotion is provided by rope tows, T-bar lifts, chair lifts, snowmobiles, and in one case, by a gigantic aerial tramway.

Most famous area of all is that adjacent to Timberline Lodge, located high on the side of Oregon's

(Continued on page 12)



Bingo!

An Englishman returned to his home from a trip to America and was telling his friends of the odd American games.

"And they have the queerest game in the movie houses. It is called 'Ohhell' I think."

"Ohhell?" they asked. "How do

they play it?"

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"Well, when you go in they give you a card with a lot of numbers and during the intermission a man yells out the numbers. Then someone yells 'Bingo!' and everyone else yells, 'Ohhell'"!

Choosey Cuss

A tramp called at a home and asked for food.

Housewife: "And how would you

Housewife: "Ar like a nice chop?"

Tramp: "That all depends, lady.
Is it lamb, pork or wood?"

Admission

Driving in the business section of a city, a man tried to edge his car past one driven by a woman, who was trying to park in close quarters. Suddenly the woman's car crashed into his.

Flushed with exasperation, she leaned her head out of the car window. "You could see I was going to do something stupid," she said: "Why didn't you wait to see what it

was?"

Getting A Head

Dad: "Well, my boy, how are you doing at school?"

Son: "Oh, not so bad. I'm trying hard to get ahead."

Dad: "That's good. You need one."

The Egg and I

A tourist was introduced to an Indian with a reputedly perfect memory. Skeptical, the tourist asked: "What did you have for breakfast on October 4, 1913?" The Indian answered, "eggs." The man scoffed, "Everyone eats eggs for breakfast. He's a fraud."

Eight years later the traveler's train stopped again at the same station and he saw the same Indian lounging on the platform. The tourist went up to him and said jovially, "How!"

The Indian answered, "Scrambled."

Courtesy

The conductor was perplexed. "Who on earth," he sputtered, "would want to steal a Pullman ladder?"

Just then the curtain parted and a little old lady poked her head through cautiously. "Conductor," she whispered, "you may use mine if you like. I won't need it until morning."

Eleven

New Equipment for GN

Expenditure of \$6,305,000 for additional new freight cars and \$11,700,000 for new rail was authorized by the Great Northern's Board of Directors meeting in New York City in October.

Also authorized was a dividend of \$1.00 per share on the company's capital stock, payable on December 21 to stockholders of record on November 21. Dividends paid previously in 1950, total \$2.50 per share.

The new freight equipment for 1951 delivery, includes 1,000 steel boxcars to be assembled in company shops at Saint Cloud, Minnesota, and 100 covered hopper cars to be acquired from a commercial car building firm.

Expenditure for new steel rail covers 39,000 tons of 115-pound rail and accessories to replace lighter rail now in use on various segments of the line.

Ordered earlier in the year, are 250 new gondola cars and 400 refrigerator cars by Western Fruit Express Company, a Great Northern subsidiary.

Between the end of World War II and the present time, Great Northern has placed in service 5,307 new freight cars of which 3,657 were boxcars, while Western Fruit Express has acquired 1,400 new refrigerator cars. During the same period, the railway has added 177 dieselectric locomotives, two all-electric locomotives, and 82 passenger train cars. Additional diesel-electric locomotives will be delivered this year, and more new passenger cars later this year and in 1951.

The Veterans' Association of the Great Northern Railway will hold its 1951 convention in St. Paul, Minnesota on June 9.

PNW WINTER SPORTS

(Continued from page 10)

Mount Hood. A beehive of activity all winter long, the season extends into June, a major ski competition being held in conjunction with Portland's Annual Rose Festival. Accommodations to suit any purse may be had at Timberline from dormitory bunks to spacious corner rooms complete with fireplaces. A milelong chair lift and several tows make it easy for skiers to get to slopes that suit their qualifications. A new aerial tramway which will operate from Government Camp at the base of the mountain to Timberline, is expected to be ready for the 1950-51 winter sports season.

New this year at Mount Spokane, a popular ski area located just 30 miles from Spokane, Washington, is a \$200,000 lodge near the top of the mountain. The lodge will accommodate 110 guests and serve 175 in the dining room. Conveniently reached from Spokane, snow conditions are usually ideal.

The Big Mountain near Whitefish, Montana, which offers 2,500 vertical feet of varied ski terrain, expects another record-breaking season. Scene of the National Downhill and Slalom Championships two years ago, The Big Mountain is Montana's largest and most highly developed ski area. Accommodations are excellent, being available at the new Northern Rocky Chalet and at The Big Mountain Ski Lodge. A 3,220foot T-bar lift takes skiers to the top of miles of open slopes and trails.

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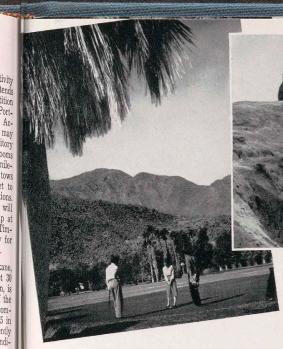
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At Stevens Pass, up above the Great Northern tunnel in the Washington Cascades, the ski rush gets bigger year after year. New hills and tows have been added. The comfortable lodge, which is under the general supervision of the U. S. Forest Service, furnishes the princi-

(Continued on page 14)

Twelve



Above: Visitors enjoy the late fall sun, perched on this seacarved rock bridge at Laguna Beach.

Left: Winter golf at Palm Springs,

popular desert oasis.

California Second Summer Vacations

November brings to a close the "Second Summer" vacation season found only in Southern California with its seaside, mountain and desert resorts. The wind-up is climaxed with various special events of golf tourneys, movie star tennis championships, yacht races, mammoth musical parades, flower shows, horse racing, and the start of elaborate outdoor Christmas displays.

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Continuing until the 25th of the month, "Festivals", annual musical production featuring typical songs and dances of Mexican states with "Merienda", after theatre fiesta, is the billing presented by an all-Mexican cast near Claremont.

Saturdays during November at famed Lake Arrowhead, Tyrolean style town in the San Bernardino mountains, are observed as Czech, Norwegian, Danish and Swedish days, with typical costumes, songs and dances.

On November 25, the seaside resort city of Long Beach holds the country's largest musical parade—7,000 musicians in 90 separate bands and drum and bugle corps, gathered from all Western states.

November 25th is also the date for Santa Barbara's famous Santa Claus Parade, with nursery rhyme and story book characters on floats starting off the Christmas season.

From November 24 to January 2, at Glendale, the far-famed "Tunnel of Lights" will be illuminated. Strings of colored lights criss-crossed over five blocks fashion a lovely glowing tunnel effect during the holiday season.

Thirteen

Greatest Livestock Show

Beginning its second half century, the 51st International Livestock Exposition, scheduled November 25 through December 2 at the Chicago, Illinois, Union Stock Yards, promises to be the largest ever held.

Premium lists, covering \$100,000 in prizes offered to livestock exhibitors, are obtainable by writing the Exposition's Headquarters, Union Stock Yards, Chicago, Illinois.

The Exposition will include the 28th Annual International Grain and Hay Show, premier crops competition of the nation. Highlighting entertainment feature is the Horse Show, with 13 performances scheduled during the 8-day run.

Great Northern is sponsoring a special all-expense tour to Chicago from many points along its line in Minnesota, North Dakota and Montana. Passengers from the Great Falls, Montana, area and West thereof, will join the special train leaving Great Falls, November 25, while those from points East will join at any of several points along the tour route.

All-expense features include round trip or one way rail transportation, sleeping car accommodations if desired, meals in dining cars while en route, hotel room with bath, sightseeing tour and visits to places of interest in Chicago.

TPA Election

The 68th Annual Convention of the American Association of Traveling Passenger Agents held at Miami, Florida, elected W. G. Gusse, DPA, SF, president. M. B. Winn, DPA, PRR, was named vice president, and C. A. Melin, NYC&StL (retired), secretary-treasurer.

Seattle, Washington, was selected for the 1951 convention.

Fourteen

PNW WINTER SPORTS

(Continued from page 12)

pal overnight accommodations, dormitory style, housing 24 women and 56 men in separate wings. Both the lodge and Summit Inn furnish meals, while hot coffee and other refreshments are available from stands set out in the snow.

Mount Baker National Forest lies about 60 miles Northeast of Bellingham, Washington. Great powder snow fields are protected by lofty Mount Baker and Mount Skuksan. There are fine trails and runs for experts, and several lifts serve slopes suitable for amateurs, more advanced skiers and experts.

Mount Baker Lodge contains 23 rooms, all with bath, while nearby cabins can accommodate 225 persons. Heather Inn Dormitory sleeps 151 men and 108 women, with adjacent cafeteria and ski-shop.

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Winter sports activities in Rainier National Park are centered around the Tipsoo Lake area, easily reached from Tacoma. Located on the Northwestern side of Rainier Park, and protected by the majestic 14,408-foot mountain, the powder snow is deep and conditions are excellent from October through June. There are endless miles of open terrain. Facilities are operated by the National Park Service and include tows, warming huts and first aid stations. Overnight accommodations are available at nearby towns.

The foregoing are only a few of the better known Western winter sports areas which are open to the general public. Others will be covered in subsequent numbers of the Great Northern Goat.

One standard Pullman car generates for its own use enough electricity to supply approximately four ordinary homes.

Glanings Members of the Veterans' Associ-

Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1950, are: Frank Duplicki, blacksmith, St. Cloud, Minn.; Pauline M. Livingston, telegrapher, Modesto, Calif.; John Pender, engineer, Grand Forks, N. D.; Harold O. Ramsey, agent-telegrapher, Larson, N. D.

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Members reported pensioned during October, 1950, are: Frans J. Anderson, painter, St. Paul, Minn.; Herbert H. Brown, auditor freight receipts, St. Paul, Minn.: J. H. Blanchard, chief traveling auditor, St. Paul, Minn.; Jacob Elmer Brunk, conductor, Minot, N. D.; Clyde G. Campbell, conductor, Minot, N. D.; Carl Elsworth Langton, conductor, St. Cloud, Minn.; James Lawrence, switch foreman, Minneapolis, Minn.; Clifford O'Hara, baggageman, Spokane, Wash.; Paul P. Theisen, machine shop foreman, St. Cloud, Minn.; Harry M. Wright, conductor, St. Cloud, Minn.

Arthur J. Schilder, Ukiah, California, businessman was re-elected president of the Redwood Empire Association at the conclusion of its recent convention. Mr. Schilder has been president of this travel development organization for the past year.

Because the Red Cross is now providing blood for our servicemen in Korea, in addition to meeting the needs of civilian and veterans hospitals, there is a greater need for donors, and for volunteers to work in Red Cross Blood Centers. Those who wish to donate blood or to volunteer their services are asked to call their local Red Cross Headquarters.

A program of intensified saving has been recommended by President Truman's Committee on Economic Development, which will begin with a drive in November to enroll millions of additional workingmen and women in the Payroll Savings Plan for regular purchase of Savings Bonds.

The Pan American Railway Congress Association will meet in Washington, D. C., in the spring of 1953. Purpose of the Congress is to promote the development and progress of railroads in the Western Hemisphere.

The 1951 Washington Apple Blossom Festival will be staged May 3 through 5.

Fifteen

Great Comfort
For Comfort
EVERY DAY
EACH WAY



Chicago · St. Paul · Minneapolis · Spokane Seattle · Portland · California

GREAT NORTHERN'S

2 Great Trains



EMPIRE BUILDER

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The Great Morthern

GOAT

DECEMBER 1950





Skiing on Big Mountain IN MONTANA



Uphill travel is no problem with the area's 3,220-foot T-bar lift.



Big Mountain's Rocky Mountain Chalet has accommodations for 60 persons.

Lift serves a greater skiing area than any other single lift in the country.



Powder snow averages 7 feet in depth from mid-November until early April.



The Big Mountain Ski Lodge, 7 miles from Whitefish, Montana.

Photos by Lacy

Montana Winter Sports Center

Four thousand persons with one common enthusiasm have moved the "Big Mountain" into top rank among the nation's winter sports centers within the past three years. The four thousand are the citizens of Whitefish, Montana, and the surrounding area, who joined in a community project to develop the nearby mountain as an outstanding winter sports resort. Nearly every Whitefish resident purchased stock and worked to build the facilities which are now drawing ski fans from all over the country.

Under the direction of Winter Sports, Inc., a local non-profit civic organization, tremendous improvements were planned and speedily accomplished, resulting in the area's being selected as the site for the 1949 National Ski Championships, Downhill, Slalom and Combined.

One of the most accessible winter sports areas in the country, the Big Mountain is only eight miles out of Whitefish on the main line of the Great Northern Railway, whose streamlined Empire and Oriental Limited stop here daily enroute between Chicago, St. Paul, Minneapolis, Spokane and Seattle-Portland. Passengers are met at the station and can be on the slopes within a half-hour, as the ski-lift is adjacent to the lodge and chalet.

The area lies at a moderate elevation of approximately 4,700 to 7,200 feet and temperatures, which are usually 10 degrees higher than in the valley below, average just a few degrees below freezing during the long season from mid-November until May.

United States Forest Service records show that during past years, snow in the vicinity has averaged 87 inches with an accumulative snowfall of over 260 inches annually. The snow is usually of the dry powder variety prized so highly by slats artists. The broad open snowfields on the entire upper face of the Big Mountain make ideal ski terrain for novices or experts. Some of the most exciting runs in the West have been laid out, with drops ranging from 150 to 2,400 feet. Open slopes include Whitefish Bowl, 3,300 feet in length with a vertical drop of 1,000 feet; Kanonen Schuss, with a 1,600 foot drop in 2,700 feet; Suntan Ridge, 4,000 feet with a drop in excess of 400 feet and Practice Slope, 800 feet with a 150-foot drop.

Most of the winter visitors also take ski or snowshoe tours through the magnificent area whose views of Whitefish Lake, the Flathead Valley and Glacier National Park are as inspiring in winter as they are in summer. Fantasy Forest, its trees assuming weird shapes under hoarfrost snows, is easily reached on skis or snowshoes and many trails and logging roads lead to spectacular scenery as well as thrilling sport.

Since the winter of 1947, a 3,220 feet ski lift has been constructed, as well as a comfortable ski lodge with dormitory type lodgings to suit modest incomes. The new Northern Rocky Chalet provides private rooms with bath and all the comforts of a luxury hotel. A ski shop and school directed by the noted Toni Matt offers complete equipment and ski instructions.

Three

the Great Northern

Vol. 20 December, 1950 No. 12

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

IVAN A. COPPE. Editor

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

The Goat's Cover



"We wish you a Merry Christmas And a Happy New Year; And all your kin and folk, That dwell both far and near."

Old English carol.

Seasons Greetings

As a New Year approaches it is customary to take stock of our accomplishments during the past twelve months. To all whose friendly support and patronage during past years have contributed so greatly to Great Northern's progress and achievements we extend cordial and appreciative thanks. As always, it will be our aim to rightly serve you.

Each passing year brings fuller appreciation of pleasant associations and warm friendships. This Yuletide message conveys sincere good wishes for a very Happy Christmas and Prosperous New Year.

Ply Halines

Passenger Traffic Manager

The FRANCY

General Freight Traffic Manager

Railroad Hour

The 116th consecutive presentation of the Railroad Hour on Monday evening, December 18, will co-star Marion Bell and Clark Dennis with permanent singing host and master of ceremonies Gordon MacRae in "Brigadoon". Christmas Day will be observed with a special Railroad Hour Christmas Party, and New Year's Day with a Musical Review of the Year.

The Railroad Hour, sponsored by the Association of American Railroads, is presented over NBC every Monday evening at 8:00 PM Eastern Time, 7:00 PM Central Time, 9:30 PM Mountain Time and 8:30 PM Pacific Time.



John M. Budd, Operating Vice President, outlines history of Great Northern's William Crooks, first steam locomotive to operate in Minnesota, to members of teachers group. Saint Paul Pioneer Press Photo.

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PM

Great Northern hosts at unicheon served in railway dining cars were, left to right, J. A. Tauer, Comptroller; G. F. Hardy, General Freight Traffic Manager; V. P. Turnburke, Vice President, Executive Department; E. C. Matthias, Vice President & General Counsel.

GN Joins in Teacher Education Programs

Great Northern Railway was host to groups of public, parochial and private school teachers in a recent observance of Employer-Employee-Education Day in Saint Paul and Business-Education Day in Minneapolis, sponsored by business and industrial firms and labor organizations. Participants included retail and manufacturing firms, railways, hotels, department stores, wholesale organizations and labor groups and other business enterprises.

The "E-E-E" and "B-E" day observances were held to emphasize the importance of a real understanding between the teaching profession, business management and labor.

Great Northern's participation in each city opened with a message of welcome and a brief history and review of the railway by John M. Budd, Operating Vice President. The groups of teachers assigned to Great Northern visited shops, round houses, passenger stations and other plant facilities in the Twin Cities, including various departments in the railway's general office building in Saint Paul. In Minneapolis, the group of teachers was served luncheon in the Great Northern Passenger Station and in Saint Paul, luncheon was served in dining cars at the railway's commissary.

Five

New Williston Hotel



Architect's drawing of the new Williston, N. D. hotel.

Ground was recently broken and construction is now under way on a new 80-room hotel at Williston, located in northern North Dakota near the Montana border on Great Northern's main line. Cost for erecting, equipping and furnishing the 5-story structure is expected to exceed half a million dollars.

A coffee shop accommodating 200 persons, a cocktail lounge, bar lounge and lobby will occupy the ground floor level, while the full basement will contain a large ball-room, and two private dining rooms, available for conventions and group meetings. The ballroom and dining rooms will be serviced from a special banquet kitchen. Men's and women's lounges, barber shop, checking facilities and a public foyer will also be in the basement. There will be four floors of guest rooms.

Construction is fireproof throughout with an enclosed fire escape. The exterior will be of brick with stone trim, presenting a restrained modernistic appearance.

New Pullman Accommodations for Empire Builder

Three additional new Pullman type sleeping car accommodations are now available on Great Northern's streamlined Empire Builder between Chicago, St. Paul, Minneapolis, Spokane and Seattle-Portland. New streamlined sleeping cars provide roomettes, offering single accommodations complete with all facilities for comfort, compartments with space for two persons with enclosed toilet, and drawing rooms for four persons.

The new Pullman equipment consists of two types of sleeping cars, one containing six roomettes, five double bedrooms and two compartments. Bedrooms and compartments are available ensuite in these cars at drawing room rates.

The other type sleeping cars contain seven duplex roomettes, three double bedrooms, one compartment and four upper and lower berth sections. Connecting compartments and bedrooms are available ensuite in these cars at drawing room rates. Roomette rates are somewhat higher than those for duplex roomettes.

One of each type of these new Pullman cars is now in service between Chicago, St. Paul, Minneapolis, Spokane and Portland. Two cars of each type are in service between Chicago, St. Paul, Minneapolis, Spokane and Seattle.

Great Northern's streamlined Empire Builder now offers six types of transcontinental Pullman sleeping car accommodations consisting of Standard Pullman sections, upper and lower berths, at economy rates, private single occupancy duplex roomettes, at only 10% more than Standard Pullman lower berth, roomettes, bedrooms, compartments and drawing rooms.



Christmas in Victoria, British Columbia

Celebrating the Christmas Holidays in the Old English fashion is a custom of many year's standing at Victoria's world renown Empress Hotel.

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Choralists dressed in 17th century costumes render old Christmas carols on Christmas morning. The court jester, complete with cap and bells, leads the procession of the boar's head which is followed by the bringing in of the Yule log, as glee singers sing the old wassall song accompanied by authentic old world musicians.

During the Christmas Holidays, the charming city's British traditions are even more evident, so much so, that the visitor would not be too surprised to see Tiny Tim, Bob Cratchit, Scrooge and other characters from Dicken's "A Christmas Carol", in person.

Christmas dinner, too, is traditional featuring locally produced, specially fed meat and fowl with all the trimmings, English plum pudding with hard sauce and mince pies.

Victoria is often called the most "English" of all cities outside of the British Isles, and rightly so because its architecture, its people, its traditions, its customs and its very atmosphere seem to have been transplanted bodily from England to the North American Continent.

Seven

Buy Christmas Seals



The tremendous cost of tuberculosis in terms of lives, suffering and dollars is emphasized in the 1951 Christmas Seal appeal.

It is preventable and can be brought under complete control if the present campaign of the medical profession, the voluntary associations and official health agencies is stepped up and relentlessly pursued.

Christmas Seal funds fight tuberculosis through a year-round program of education, case-finding, rehabilitation and medical research. Your Christmas Seal dollars are needed to finance this agressive campaign, a campaign which must be strengthened and expanded if we are to keep the disease under control.

The 1951 Puyallup Valley Daffodil Festival will be held April 6, 7, and 8. The Flower Show will be staged in Tacoma all three days with the coronation on April 7, and the parade April 8.

Eight

Christmas Eve on the Empire Builder

The engineer's speedin' the Builder along

Each click of the rail sings a glad, cheery song,

As it glides o'er the plains through the white, frosty night

Carrying its cargo of hearts that are light

Back to the towns where they were born

Back where the love of childhood years

years
Will sweep away all doubts and fears,

Where laughter stops all lonely tears—

On Christmas Day in the morn!

There's a smile in the engineer's keen gray eyes

As he speeds along 'neath the starlit skies—

For the Builder has a date to keep, Back where life's loveliest memories creep,

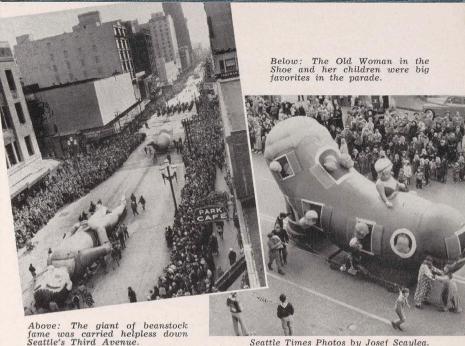
Where babies smile in their innocent sleep,

Where God gives joy for hearts to keep—

On Christmas Day in the morn!

By John P. Fahey, Assistant Dining Car Steward, Great Northern Railway Dining Car Department, Saint Paul, Minnesota.

Ballard, Washington, will stage its third annual Scandinavian Lucia Bride Festival, December 5 to 23. Highlight of the festival will be the traditional crowning of the 1950 Lucia Bride, the evening of December 12, who will receive as her prize an all-expense trip to Hollywood.



Seattle Times Photos by Josef Scaulea.

Seattle Santa Claus Parade

The 1950 Santa Claus parade at Seattle, Washington, was viewed by an estimated 175,000 spectators. Children of all ages occupied every available foot of curb space along the 2-mile route.

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The huge procession, sponsored by downtown businessmen and the Seattle Times, featured the music of a score of high school bands, 30 giant balloon figures and Saint Nick himself in a fire engine-red sleigh surrounded by an igloo, toys, reindeer and penguins.

Several new balloon characters were presented including a 110-foot griffen, elephants, a zebra, Jack-the-Giant Killer and Jack and the Beanstock. An interesting feature was a

children's costume contest with the kids attired to represent characters in popular comic strips, nursery rhymes and fairy tales.

Visiting high school bands competed for honors. Four Seattle high schools had eye-catching musical groups but did not participate in the judging. The judges decided that the best appearing musical organization was the band from Bellingham, that the best marching unit was from Anacortes, and that the best all-around music was played by the group representing Olympia. Second place winners were: appearance, Snohomish high school; marching, Bothell high school; music, Renton high school.

Nine

Elections





Mr. Manes

Mr. Bowman

Fred W. Maness was recently chosen president of the Railroad Passenger Traffic Club of Memphis, Tennessee. Mr. Maness is manager of the ticket office located in the Peabody Hotel.

Newly elected president of the Des Moines, Iowa, Passenger Club is Leslie E. Bowman. Mr. Bowman is the Des Moines passenger representative of the Pennsylvania Railroad.

GN Seattle-Wenatchee Sleeping Car

Great Northern's wintertime setout sleeping car service between Wenatchee and Seattle, Washington, has been reestablished with a 12section, one drawing room Pullman car on the Fast Mail, Westbound train 27 and Eastbound train 28.

Westbound, space is ready for occupancy at Wenatchee at 9:30 PM with departure scheduled at 11:15 PM. Arrival at Seattle is 5 AM, and the car may be occupied until 8 AM.

Eastbound, the car is ready for occupancy at Seattle at 9:30 PM with departure at 11 PM. Arrival in Wenatchee is 4:30 AM with "sleeping in" privileges until 8 AM.

California via the Pacific Northwest

No extra rail fare for streamliner service between Chicago, Saint Paul, Minneapolis and California vacation centers is increasing the popularity of the Pacific Northwest route among winter travelers. The round trip rail rate prevails so that vacationists from the East may, if they desire, vary their journey by covering the scenic Northwest one way and return via central or southern rail route.

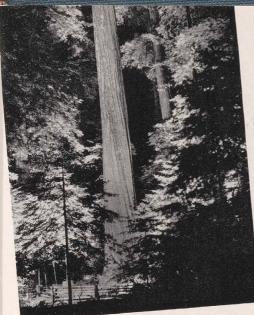
Convenient connections at Portland, Oregon, with Great Northern's Empire Builder now provides modern streamlined service all the way between Chicago and San Francisco.

Stopovers at no extra rail charge permit travelers to enjoy winter sports at scores of famous centers in Montana, Idaho, Washington and Oregon; to try steelhead or salmon fishing along the temperate Pacific Coast; or sightsee in the cosmopolitan and beautiful cities of the Northwest.

Along the railway route the passenger sees some of the most spectacular views in the country. Three hundred miles along the palisaded shores of the Mississippi, 60 miles past the colorful peaks of Glacier National Park in Montana, magnificent vistas in the giant fir and spruce forests of the Cascade Range, views of snow-covered Mount Rainier, Mount Hood and Mount Shasta, beautiful scenes along the worldfamous Columbia River, are only a few of the highlights when traveling via Great Northern and the Pacific Northwest to California.

A. M. Brandvik, Great Northern's general agent, Fargo, North Dakota, will head the 1952 Fargo Community Chest drive.

Ten



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A statue of William McKinley is converted into a giant Santa Claus, red costumed and white bearded.

Redwood Empire Association photos.

Founders Tree, so named in honor of the founders of the Save-the-Redwoods League, is claimed to be the tallest tree in the world.

Christmas in the Redwood Empire

Everywhere in the Redwood Empire the Christmas Holidays are observed with gaiety and reverence, and in many cases with a uniqueness possible only in the land of great trees. The Empire extends from San Francisco northward through Josephine County, Oregon.

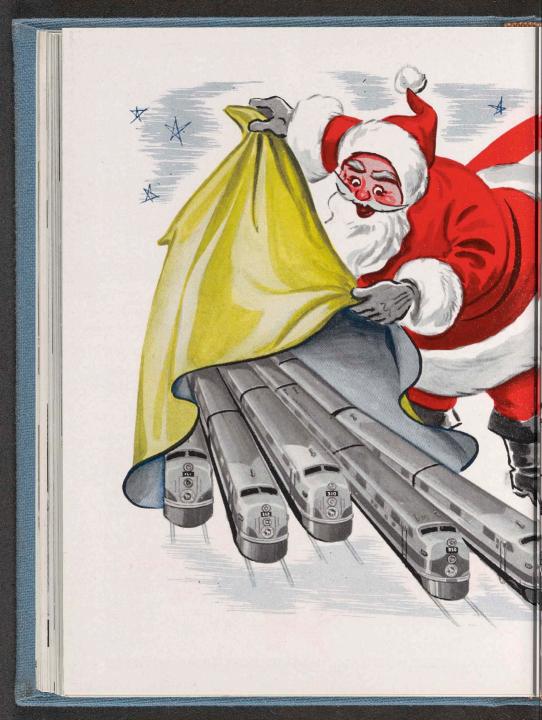
In almost every city one can see mighty trees illuminated with hundreds of electric lights—in the Napa Valley, in Lake County, on the slopes of Mount Tampalpais in Marin County, in the Valley of the Moon or in the Russian River country, Luther Burbank's famous Cedar of Lebanon at Santa Rosa, along the coastal region, high on a mountain above Scotia or in Ferndale or in Eureka in Humboldt County, in Del

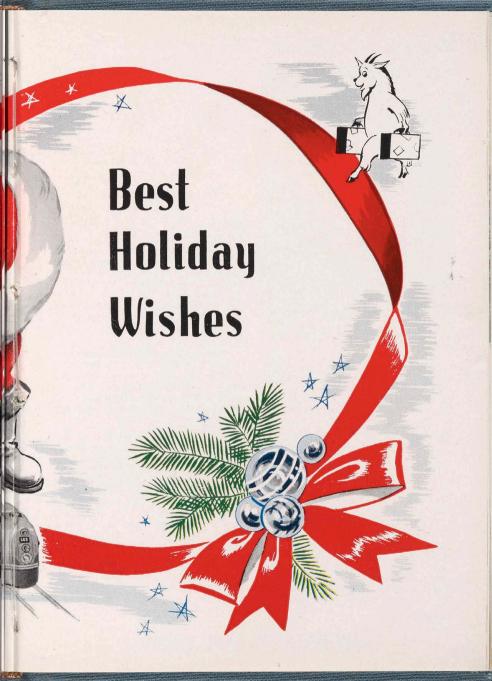
Norte County or at Grants Pass in Josephine County.

A quaint custom is followed each Christmas season in Arcata, Humboldt County, where the writer Bret Harte lived. The pedestal of a statue of William McKinley is rebuilt into a red and white chimney and the statue itself is converted into a giant Santa Claus, red costumed and white bearded.

Beautiful in all seasons of the year, the Redwood Empire is especially lovely in winter time. The tawney California hills are now green, the great redwood forests are more grandly impressive than ever, and thousands of visitors come to enjoy the bland season from autumn to spring.

Eleven





International Peace Gardens



Cairn dedicated to the cause of international good will in 1932.

About 40 miles North of the monument at Rugby, North Dakota, which marks the exact geological center of the North American continent, the International Peace Gardens lie on the longest unfortified international boundary in the world, that between Canada and the United States.

Sponsored by the National Association of Gardeners, the 3,000-acre tract, lying on both sides of the border, was dedicated on July 14, 1932 to the cause of international good-will by both the United States and Canada.

A crowd of 50,000 persons witnessed the solemn pledge of two great nations to continue forever the peace which had existed between them for more than a century in the words inscribed on the stone

cairn: "To God In His Glory, we two great nations dedicate this garden and pledge ourselves that as long as men shall live, we will not take arms against one another."

Reached from Dunseith, North Dakota, on Great Northern's York-Dunseith branch line, a great number of visitors stop daily at the cairn which is flanked by flags of Canada and the United States.

Wheat King Contest

State of Washington growers who plan to compete for the National Wheat King Crown are advised that 10-pound samples of wheat for state milling and baking tests must be submitted to Al Law, Department of Agronomy, Washington State College, Pullman, Washington, by January 15. Any Washington wheat grower 18 years of age or over, and who produces at least 20-acres of wheat annually, is eligible to compete.

Additional 15-pound samples are required from entrants by February 1. The 15-pound samples from the state's top two producers will be sent to Minneapolis, Minnesota, as Washington's entries in the National Contest.

Both samples should be of the same variety, and the seed should be carefully selected for type and uniformity. Kernels should be plump, clean and bright, and samples should be free of broken or otherwise damaged berries, dirt, weed seeds and other foreign matter. All wheat varieties entered must be approved by the Washington Crop Improvement Association. Other sponsors include the Pacific Northwest Crop Improvement Association, WSC's Agricultural Extension Service, and the Pillsbury Milling Company, donor of both state and national awards.

Fourteen



Significant

"I want to buy that book in the window called 'How to Captivate Men,' "said the little girl to the book salesman. The salesman looked dubiously at the child. "That's not the sort of book for you," he said. "What do you want it for?"

"Want to give it to my daddy for a Christmas present."

"But surely there are hundreds of other books he would rather have?"

"No, I know he'd like that one. You see, he's a policeman."

Fair Dealers

"Sure," said Mike, on Christmas morning, rubbing his hands at the prospect of a gift, "Oi always done me duty an' Oi always mane to do it."

"I believe you, Mike," said his boss, "and therefore I shall make you a present of all you have stolen from me during the year."

"Thank you, sair," said Mike, "an' may all yer business acquaintances treat you as liberally."

Punishment

Judge to convicted man: "I'm giving you the maximum punishment. I'm going to turn you loose to worry about world conditions, excess profits taxes and the high cost of living."

And Then What?

An American sentry and a Russian sentry were standing guard at a German zonal border. The American looked at his watch and said: "Only 15 minutes until I'm relieved, Thank God!"

The Russian said: "In a quarter of an hour I'll be relieved too. Thank Stalin!"

The American somewhat startled said: "That's a funny thing to say. What would you say if Stalin were dead?"

"Thank God!" replied the Russian.

Priority

"Hey," cried Satan to the new arrival, "you act as if you owned the place."

"I do," came the reply. "My wife gave it to me before I died."

Dollar Difference

"By jove," said a stranger at a dance, "what a long and lanky dame that is over there!"

"Hush," his host whispered. "She used to be 'long and lanky' but now-adays she's 'tall and stately'. She just inherited a million dollars."

Fifteen



For the second successive year, the epidemic aid funds of the National Foundation for Infantile Paralysis were insufficient for the job. A deficit exists which must be met and the Foundation's funds must be replenished.

Each American has a greater stake than ever in the coming March of Dimes in January. Upon the individual contributions received depends the future of the fight against infantile paralysis. During the years 1949-50, \$47,000,000 was spent for polio patient care alone, and there were unpaid bills besides. There is no telling how much will be needed to cope with those already stricken who will still need care in 1951, nor is there any way of predicting how many new cases will be added.

The past three years have seen staggeringly high case incidence of this dread disease, no one knows if the trend will continue.

Safeguard YOUR stake in the fight against polio—give, and give again!

Daytime Pullman Seat Fares Reduced

Minimum seat charges for exclusive daytime use of smaller type room accommodations in Standard Pullman sleeping cars have been reduced from one-and-one-half to one-seat fare in roomettes and duplex roomettes and from three to two seat fares in bedrooms. No change is proposed in present basis of minimum charges for exclusive daytime use of compartments, drawing rooms and bedroom suites.

Rainier Ski Service

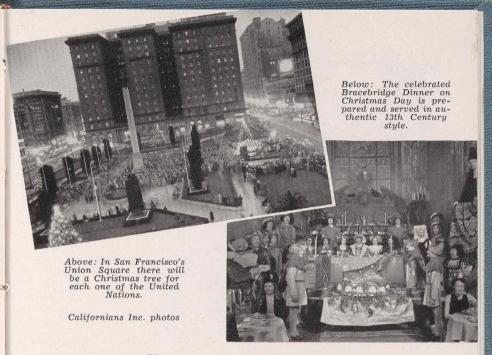
Although winter sports activities in Rainier National Park are now centered in the Tipsoo Lake area, the National Park Inn at Longmire will be open for limited meal service.

Services at Longmire will include light lunches, service station facilities, chain rental service and ski rentals. A limited amount of ski supplies will also be on sale.

The National Park Service will keep the road to Narado open, making the area readily accessible to skiers from Tacoma and southwest Washington.

An average of over 200,000 forest, woods and range fires rage across the United States annually, blackening over thirty million acres of land, and destroying saw timber sufficient to build all the homes in a city of one-half million population. Nine out of ten of these fires are mancaused and can be prevented. Remember—only YOU can prevent forest fires.

Sixteen



Christmas in San Francisco

Outdoor Christmas decoration in San Francisco began years ago with the decorating of front garden trees. It spread to whole gardens, then to house fronts and now in many instances includes a Saint Nicholas, a Nativity, or some other scene.

Community spirit finds expression in many districts when all the neighbors on both sides of two or more adjoining blocks of a street present coordinated displays.

City firemen go all out in decorating their fire houses. The department gives to each house a small sum for decorations and the men do the rest, often spending their own money for materials. All the fire houses, different in their transformed external appearance, are illuminated at night. A week before Christmas,

their creations are judged for prizes.

The principal and neighborhood

shopping districts are decorated, and Grant Avenue, where it forms the main stem of Chinatown, is transformed into something special.

Two municipal shows in Golden Gate Park have become traditional. One is the park's flock of sheep grazing on Lindley Meadow under the care of shepherds garbed as of old. The other is the Poinsettia Show at the Conservatory.

One of the most distinguished and unusual celebrations is the widely famed Bracebridge Dinner on Christmas Day at the Ahwahnee Hotel in Yosemite Valley. It is a traditional thirteenth century Christmas dinner, the inspiration for which was derived years ago from Washington Irving's "Sketch Book".

Seventeen

AN OPINION BY AN EXPERT



Model Railroaders

A recent nation-wide survey conducted by the Model Railroader, a monthly magazine, developed the fact that the average model railroad fan is 30 years of age; a high school or college graduate; has an annual income in excess of \$4,000; is married; and spends more than \$100 a year on his hobby. Professional men, skilled mechanics and executives compose a large percentage of the hobbysits.

No age group has a monopoly on this fascinating hobby. Model builders range from well under 15 years of age to over 65. More than threefourths of them are between 20 and 50.

Great Northern Railway and many other Western lines will discontinue one-way and round-trip intermediat (tourist class) rail and sleeping car fares and service, effective January 1, 1951.

Eighteen

Your Railroads

Among the earliest ideas of Christmas that any of us had was one about transportation—transportation with reindeer for motive power and a sleigh for carrying the load of gifts which Santa Claus brought.

And Santa Claus, thank goodness, is still doing a lively business among the young folks, but back of Saint Nick and his operations, there is a tremendous job of transportation.

You can see some of its final steps by looking at the piles of packages on the trucks of the Railway Express Agency, or parcel post packages on mail platforms of railway stations, or the packed mail and express cars.

But long before it is time for these final steps, the railroads are busy hauling raw materials and finished products from mine and mill and factory, as essential steps in the creation and distribution of gifts and remembrances, and the makings of the holiday dinners, which we associate with the Christmas Season.

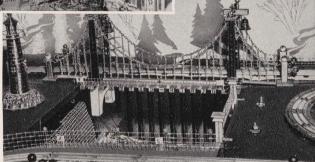
Another side of the railroads' part in the celebration of Christmas is the joyous business of bringing families together for the holidays. The traditional picture of going home for the holidays—the one that still lives on Christmas cards—was a short journey over snowy roads behind jingling sleigh bells. A pleasant picture to contemplate, indeed, but most of us prefer the warmth and comfort, the convenience and the safety of a journey home by train.

Many of you and many of your neighbors will be going home, and your gifts and greetings will be traveling by the greatest common carrier of them all, the American railroad train, justly termed Santa Claus' principal helper.



Below: Between the tables upon which the display is mounted is a replica of the Golden Gate Bridge.

Above: Horses and riders rise and fall as this elaborate merry-go-round goes round and round.



Christmas at Crookston

Christmas at Crookston, in Northwestern Minnesota, means unusual activity at Great Northern's station. This is not due alone to the seasonal rush of mail, express, freight and passenger business but to the children and adults who flock to the depot to see the elaborate display of miniature trains and other attractions set up annually by Richard Drecksler.

Drecksler, a locomotive engineer for Great Northern, has been displaying his hobby at the Crookston depot for the past several years. He constructed most of the machinery himself using parts recovered from old washing machines, vending machines and the like.

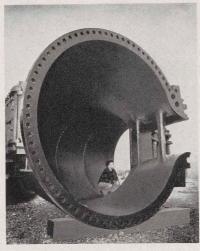
Motive power consists of a modern two-unit diesel locomotive, a diesel switcher and a steam engine. Between the tables upon which the display is mounted is a replica of San Francisco's Golden Gate Bridge.

A small log cabin is flanked by a miniature windmill and a decorated Christmas tree, both of which revolve as a puppet turns the crank. Horses and riders rise and fall on a complex model of a merry-go-round as the machinery turns. Small mirrors cover the center post reflecting the many lights. The backdrop is a mountain scene with horses and goats grazing on the prairies in the foreground.

The display is not operated on a set schedule, but whenever its creator can be there. Engineer Drecksler will keep the display in operation until after the first of the year.

Nineteen

Hungry Horse Dam



Giant spiral casing weighing 235,000 pounds.

Among the first turbine parts to be delivered for installation at the Hungry Horse Project in Northwestern Montana on Great Northern's main line, are the huge spiral casings which will harness the South Fork of the Flathead River for production of hydroelectric power. Weighing approximately 235,000 pounds each, the casings are so large that they must be manufactured and shipped to the damsite in four sections, from the Allis-Chalmers plant where the 105,000-horsepower turbines for the gigantic multiple purpose dam are being constructed.

It is expected that the first of four turbines will be started next summer, with the first generator scheduled to go on the line in October, 1952.

The 1951 annual meeting of the Western Beet Growers Association will be held in Spokane, Wash.

Twenty

Lost and Found Department

One of 47,000 Boy Scouts of America who attended the National Jamboree at Valley Forge, Pennsylvania, was Monrad Monsen, Jr., of Rio Linda, California. A camera enthusiast, he took color pictures wherever he stopped, but when he left the special train at Reading, Pennsylvania, he forgot his exposed film which he had inadvertently left in the seat he occupied.

A railway workman found the film and turned it over to Walter B. Johnston, passenger agent of the Reading Lines who had it developed. There were no names or identification on the pictures, of course, just groups of happy Boy Scouts.

Recognizing scenes from Glacier National Park in Montana, Mr. Johnston surmised correctly that the owner of the films must have traveled from the West via the Great Northern Railway and so he contacted Arthur L. Johnston, Great Northern's general passenger agent, in Saint Paul, Minnesota.

GN's Johnston recalled that four special Scout trains, one from the Sacramento Valley of California, had stopped at Glacier Park on the way East to the Jamboree, so investigated further. He wrote Arthur L. Scott, Great Northern's general agent passenger department, San Francisco, who, in turn, contacted Scout Headquarters there. Word was passed to Scout units throughout the area, and eventually the film was returned to young Monrad, who was overjoyed to be able to complete the pictorial record of the biggest trip of his life.

Another recent recovery by Great Northern's Mail & Baggage Traffic Department was a kodak left in a Pullman berth on the Oriental Limited belonging to a Saint Paul woman who was returning from a vacation in Glacier National Park.



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Above: Mexican-American actors present Las Posadas (The Lodgings), traditional Christmas drama of Old Mexico.

Right: Hollywood Boulevard, lined with brilliantly lighted Christmas trees, is converted into Santa Claus Lane.

All Year Club of Southern California photos.



Christmas in Southern California

Southern California is covered with blooming poinsettias, towering palms and fruit-laden orange groves at Christmas Time. What snow there is, flecks the tops of spectacular mile-high mountains. The bright and dry Subtropical climate makes it only natural that residents and vacationists celebrate out-of-doors.

Famed Hollywood Boulevard is transformed into Santa Claus Lane where every evening until Christmas, Santa, escorted each night by a different film or radio star, parades in a "wheeled" sleigh.

In the Imperial Valley, below sealevel, Saint Nick drives to El Cantro in a 100-year old stagecoach, while at Huntington Beach, he is greeted with bands, drum corps and prancing majorettes.

At Fullerton, surrounded by orange groves, townspeople take part in the Birth of the Christ Child Pageant, staged in a natural amphitheatre, December 19-23.

Vacationists will see the elaborately decorated homes of movie stars at Beverly Hills, with life-size Santas atop roofs, Nativity displays and myriads of lights.

Communities along the Orange County coastline compete to present the most beautiful displays for the "40 Miles of Christmas Smiles".

Most unusual of Christmas events is at Griffith Park Planetarium where the sky is rolled back to the way it looked 1950 years ago. On the sky-like dome, the Christmas Star is shown as it led the Wise Men to the Manger where Christ was born.

Twenty-one

Saint Paul Winter Carnival

Snow enthusiasts from all parts of America will converge on Saint Paul, Minnesota, January 28 through February 4, when the 1951 edition of the nationally famous Saint Paul Winter Carnival will be presented.

Winter Carnival will be presented. A Grand Parade with 20,000 uniformed marchers, 50 bands and drum corps and dozens of beautiful floats will open the event. It is the only major parade in the world marched in its entirety through a Municipal Auditorium. Some 250,000 persons watch the parade outdoors each year while another 10,000 look on from the steam-heated sections of the Auditorium.

The National Speed Skating races, the World's Original Ice Fishing contest with some 5,000 entrants, the National Majorette Championships, a gorgeous Queen of the Snows pageant, fireworks, a fairyland ice palace, final trials of the speed skating races for the 1952 Olympics and a host of other features will be on tap for the carnival fun.

The Great Northern will be represented by a princess, the famous Glacier Park drum and bugle corps, and a marching unit.

Hawaii via Pacific Northwest

Hawaii-bound vacationists can include a stopover for winter sports, a battle with steelhead trout or salmon, the contrast of giant fir and spruce forests against snow-clothed mountains, when they go or return from the palm fringed shores of Oahu.

Convenient connections at Portland, Oregon, now provide streamlined service between Chicago, Saint Paul, Portland and San Francisco via Great Northern. There is no extra rail fare on these streamliners.

Mount Hood Tour

A "Winter Wonderland" tour from Portland, Oregon, to Mount Hood is attracting as many average sightseers as winter sports fans. The one-day motor coach trip, reveals one of the most beautiful mountain areas in the country in its almost fantastic winter beauty.

During the visit at Timberline Lodge, 6,000 feet high on the slopes of Mount Hood, skiers may rent equipment for a run on the famous trails. Visitors may view the panorama of the region from the cozy fastness of the lodge or take a scenic ride on the comfortable new aerial tramway or chair lift.

California-bound passengers on Great Northern's streamlined Empire Builder or Oriental Limited may stop over in Portland for this tour or a longer visit and continue their journey aboard streamliners to San Francisco. There is no extra rail fare for streamliner service from Chicago through to San Francisco via the Pacific Northwest.

Red River Valley Potato

A marketing clinic for potato growers, under the sponsorship of the Red River Valley Potato Growers Association, the University of Minnesota and North Dakota Agricultural College was held in East Grand Forks, Minnesota recently. Perry V. Hemphill, NDAC Experiment Station marketing specialist was chairman of the program committee.

The clinic provided information on potato marketing problems for growers in North Dakota and Minnesota. It has been held annually in recent years.

Theme of the program this year was the future of the potato industry in the area.

Twenty-two

Gleanings

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1950, are: David W. Cunningham, clerk, St. Paul, Minn.; Paul M. Kuefler, telegrapher, Sauk Centre, Minn.; Swan M. Lindgren, inspector, Western Fruit Express, Minot, N. D.; Joseph Mares, Iocomotive carpenter, Great Falls, Mont.; John P. Trossen, gang foreman, St. Cloud, Minn.

Members reported pensioned during November, 1950, are: Gottfried Aeschbacher, locomotive engineer, St. Paul, Minn.; John Anderson, locomotive foreman, Sioux City, Iowa; Clarence W. Barland, switch foreman, Minneapolis Junction, Minn.; Percy W. Doles, chief dispatcher, Havre, Mont.; Lawrence N. Erickson, operator, Denver, Colo.; Lorenz Fleischhaker, carman, St. Paul, Minn.; Thomas P. Hodge, engineer, Klamath Falls, Ore.; Alex Henry, foreman cabinet shop, St. Paul, Minn.; Hans M. Johnson, section foreman, Northwood, N. D.; Edward Jones, locomotive engineer, Superior, Wis.; Gerhard A. Knese, air brake test rack operator, Waite Park, Minn.; Henry S. Lane, conductor, Grand Rapids, Minn.; Alfred W. Martin, car inspector, Vancouver,

B. C.; Frederick Mann, locomotive engineer, Glasgow, Mont.; Olaf E. Peterson, car distributor, Grand Forks, N. D.; P. E. Peterson, traveling auditor, Minneapolis, Minn.; Maurice C. Rardon, machinist welder, Minot, N. D.; Ingolf P. Sjurseth, section foreman, Badger, Minn.; Walter H. Thede, locomotive engineer, Superior, Wis.

W. R. (Bill) Hoard, veteran newspaper and radio newsman, and Northwest editor of the Western Fruit Grower, has been appointed manager of the Wenatchee office of the Washington State Fruit Commission.

A reduced rate Holiday Cruise to Hawaii is scheduled by American President Lines for their big trans-Pacific luxury liner, the President Cleveland, sailing from San Francisco, December 20, and from Los Angeles, December 22.

Spokane, Washington, will celebrate its annual Lilac Festival May 14 to 20, 1951. The Lilac Parade will be held May 19.

Twenty-three

