



Advertising and Publicity Department
Records.
Great Northern Railway
Corporate Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.

THE GREAT NORTHERN GOAT

Vol. 21 No. 1 - 12

1951

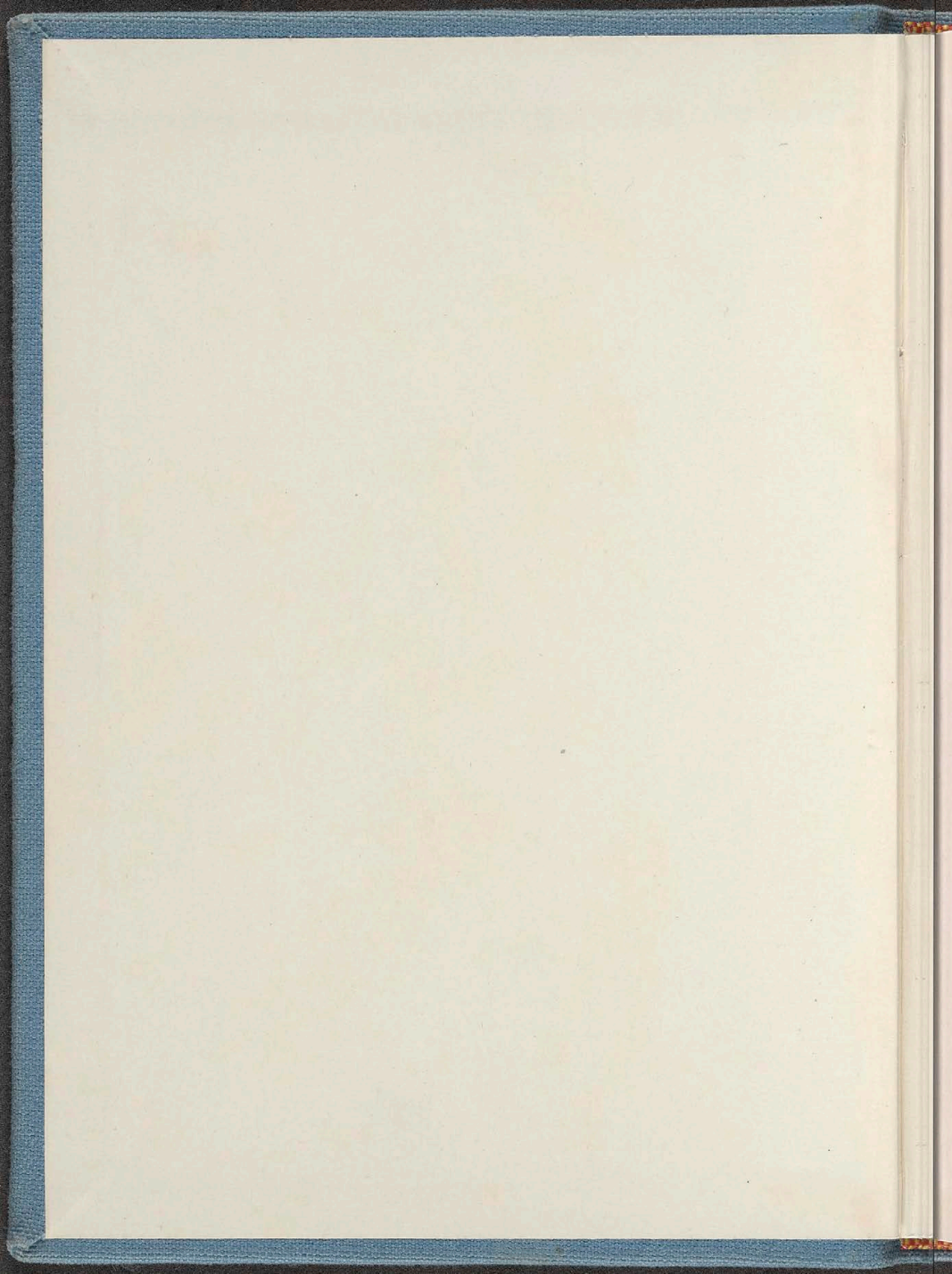
Great Northern
Railway Company
Records

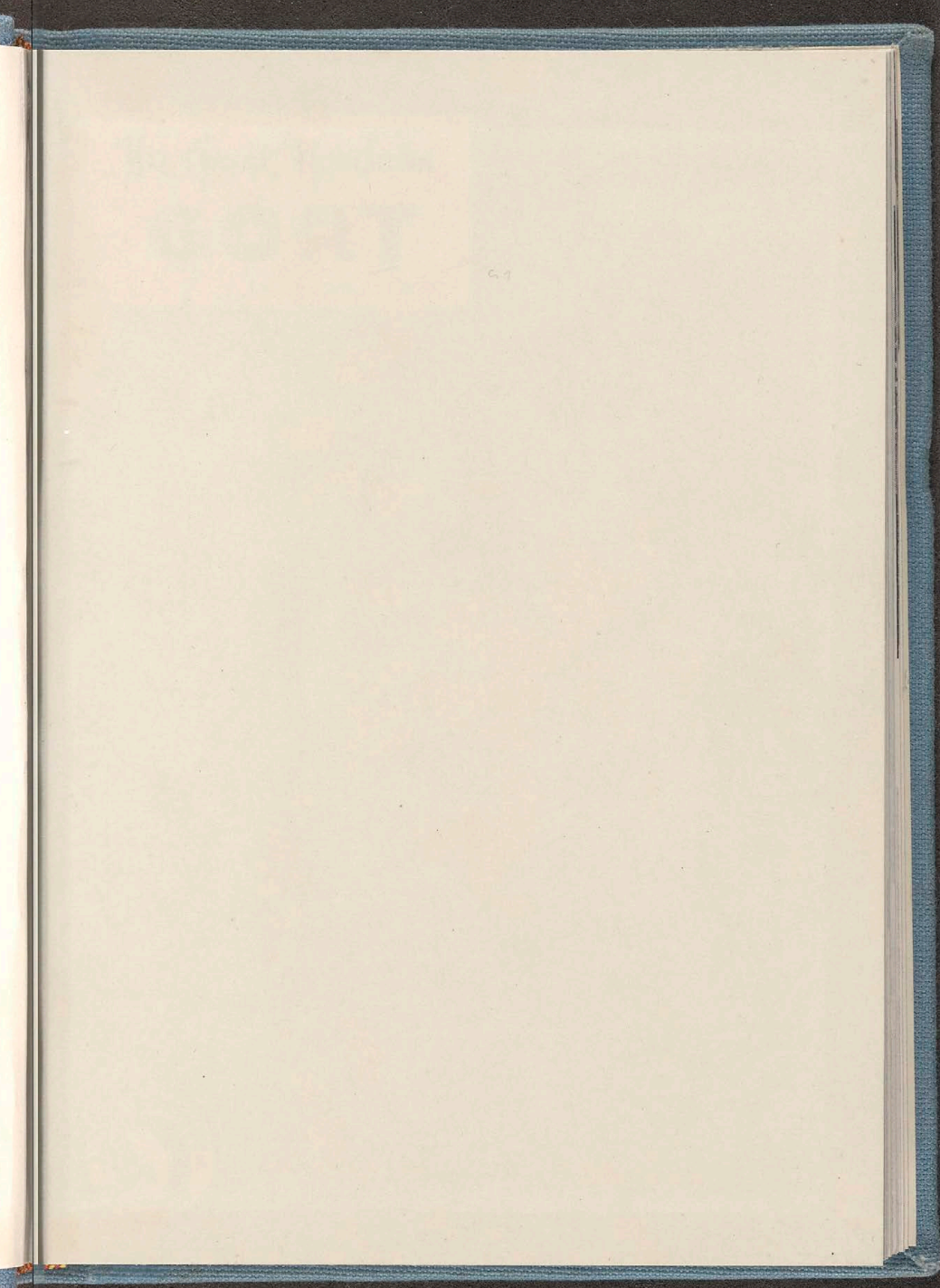
19 A 5 4F

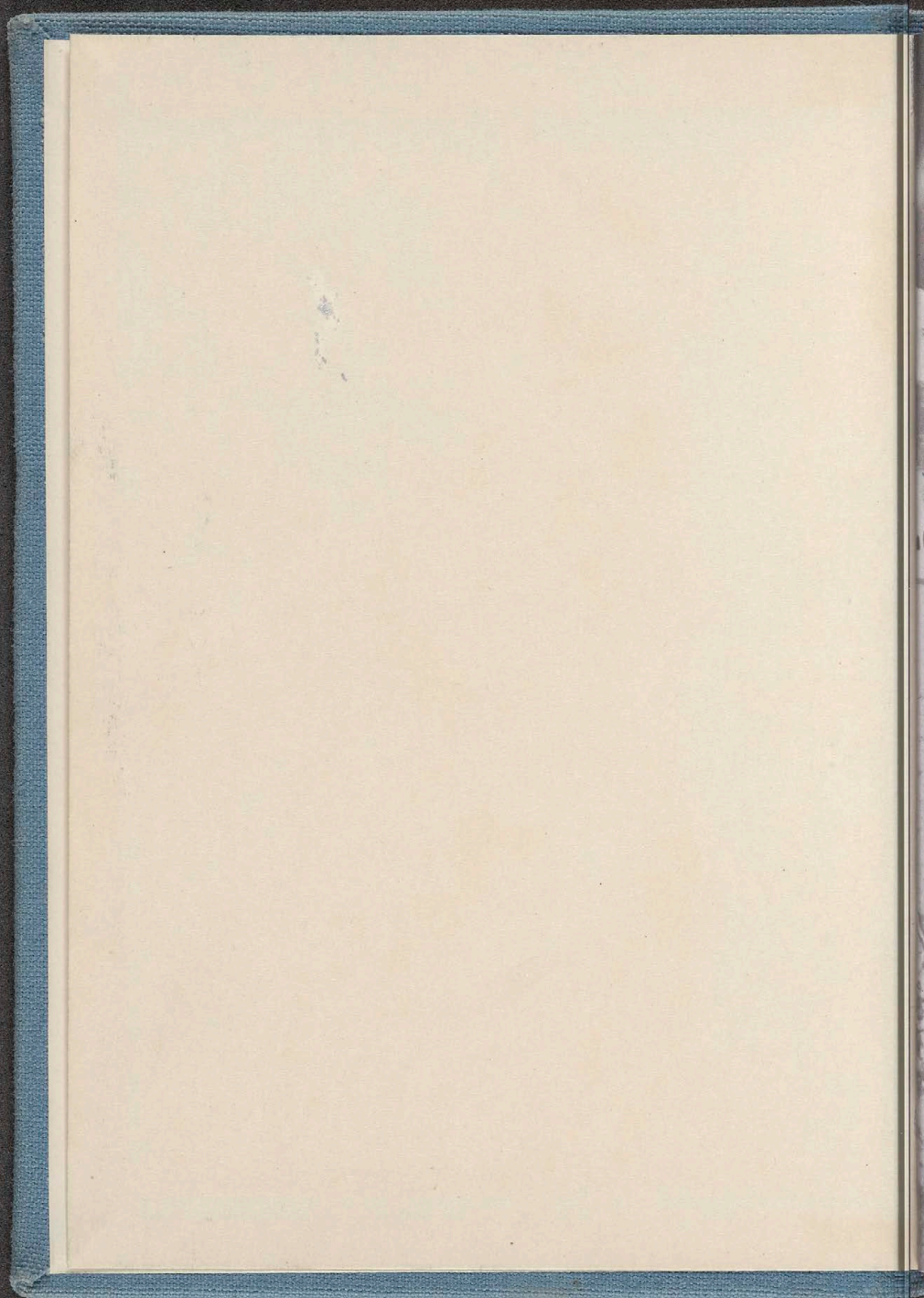
Vol. 4

Advertising & Publicity



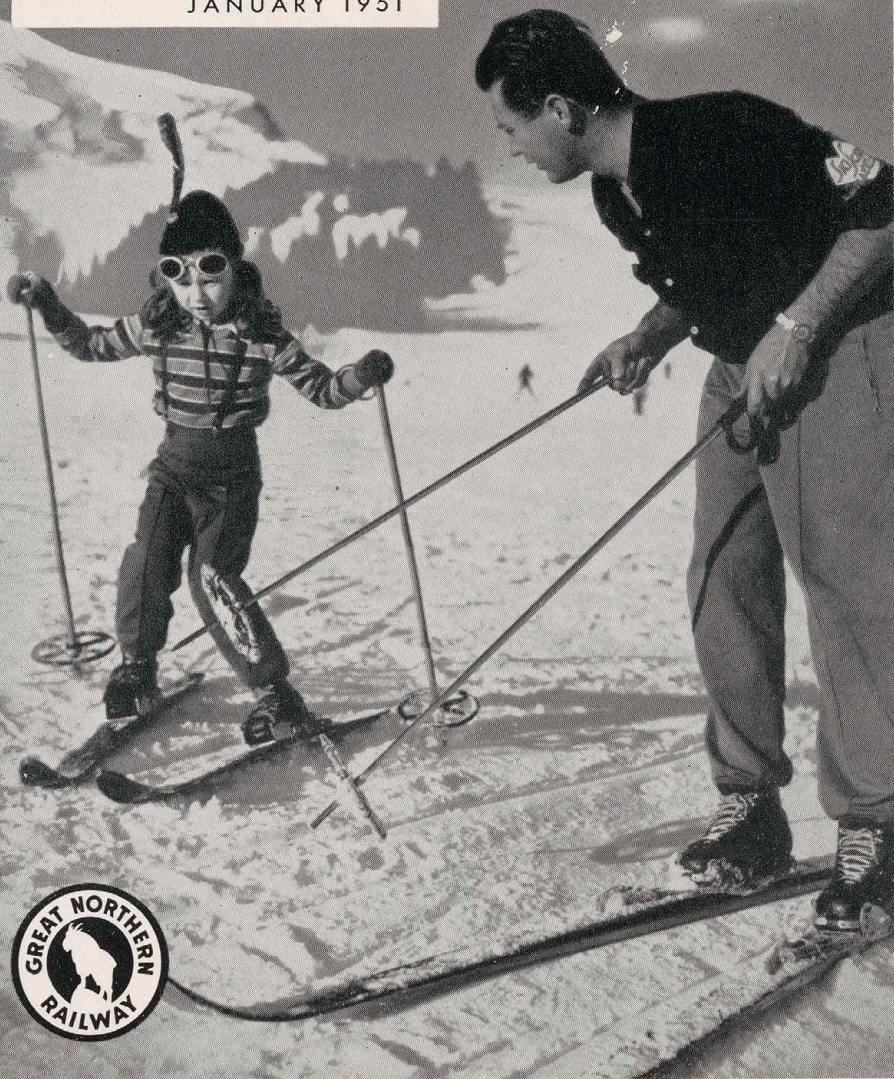






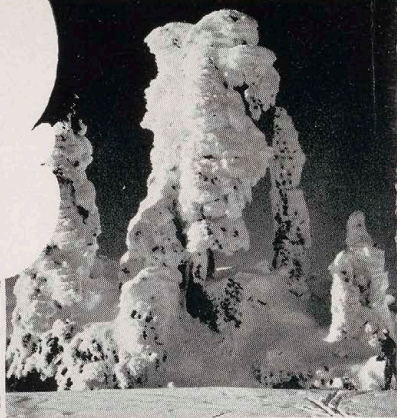
The Great Northern
GOAT

JANUARY 1951

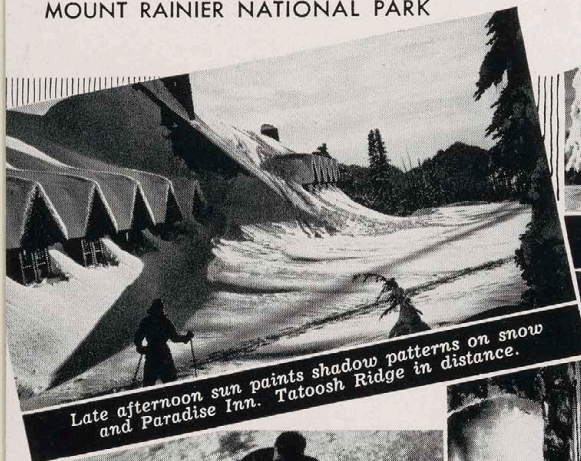


Skiing at Paradise

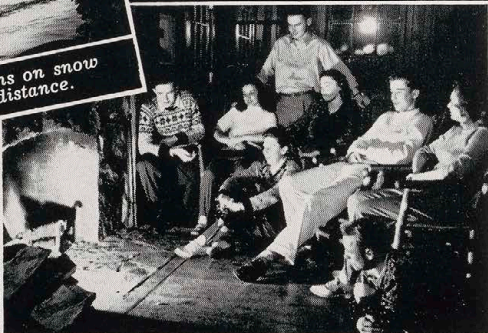
MOUNT RAINIER NATIONAL PARK



Snow-blown Alpine trees present fantastic figures near timberline.



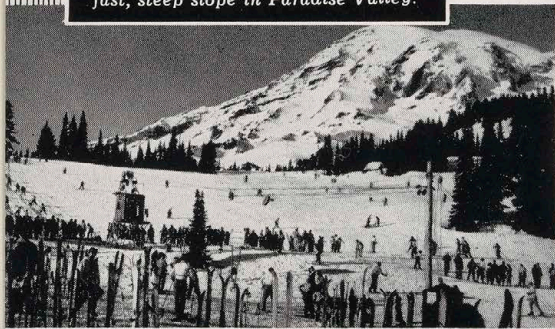
Late afternoon sun paints shadow patterns on snow and Paradise Inn. Tatoosh Ridge in distance.



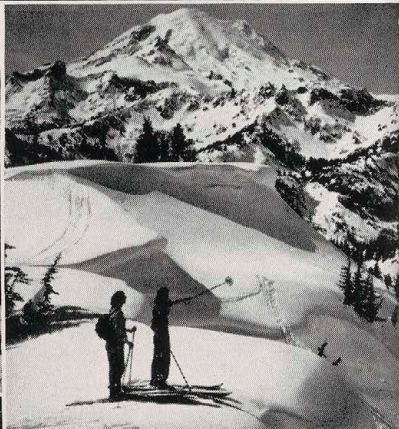
Congenial evenings are spent around a roaring fireplace in skiers' dormitory.



Practicing for a slalom race on a fast, steep slope in Paradise Valley.



Although there is infinite space on surrounding slopes, skiers gather around the ski tows on Practice Hill near Paradise Lodge.



Newly developed ski area with ski-tows on East side of Mount Rainier.

Photos by Bob & Ira Spring, Seattle, Wash.

Pacific Northwest Winter Sports Centers

Although winter sports activities in Mount Rainier National Park in the State of Washington now more or less center around the Tipsoo Lake area on the Northwestern side of the majestic 14,408-foot mountain, the Paradise Valley area continues to rank as one of the most popular skiing centers in all of the vast Pacific Northwest.

Within a few hours by motor from Tacoma or Seattle, excellent snow conditions usually prevail at Paradise from November through April, and at higher elevations, skiing and other winter sports are possible the year around.

The Paradise area offers some of the most diversified and spectacular terrain in the Pacific Northwest. Hills and slopes are countless in number and any skier, no matter what his degree of proficiency, will have no difficulty finding runs and trails that will suit him to a "T".

Protected from prevailing winds, conditions are unusually fine from October through June in the Tipsoo Lake area, powder snow being the rule throughout the long season. Facilities are maintained by the National Park Service. Overnight accommodations are available in nearby communities.

The entire Pacific Northwest is dotted with winter sports centers and resorts. There are nationally and internationally known areas in Washington, Oregon, Northern Idaho and Montana that annually attract members of the skiing fraternity from almost everywhere. In addition, a great number of smaller operations cater mainly to local residents.

Again this year as in 1949, The Big Mountain, 8 miles from Whitefish, Montana, on Great Northern's main transcontinental line comes into unusual prominence as the site

of the 1951 National Downhill and Slalom Championships. Skiers of world repute will thrill spectators at this important event scheduled for March 3 and 4.

Wenatchee, Washington, "Apple Capital of the World", is the jumping off point to many ski slopes, while the city of Leavenworth, in the Wenatchee National Forest at the base of the Eastern slopes of the Cascade Range, is another central base of operations for winter sports fans.

Twenty-four miles from Port Angeles, Washington, Deer Park, in Olympic National Park, is another ski area of importance. The season here usually terminates around the 1st of March. Overnight accommodations include dormitory facilities with meals available.

At Snoqualmie Pass in Washington, 50 miles East of Seattle, the season extends until April 15 with snow averaging 40 inches in depth. The State Highway Department maintains rest rooms and the U. S. Forest Service provides a warming lodge and waxing room. Nearby Summit Inn has a dining room and ski shop in connection.

The Canadian Province of British Columbia and the State of California are well represented in the Western winter sports picture. In British Columbia, Grouse Mountain, Hollyburn Ridge, Seymour Mountain and the Forbidden Plateau are known the world over. There are, in addition, many excellent winter resorts close to Victoria and Vancouver.

In California, tobogganing and ice skating vie with skiing in popularity. Many National Park areas including Yosemite, King's Canyon, Lassen Volcanic and Sequoia offer excellent winter sports opportunities.

(Continued on page 12)

Three

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

The Great Northern



VOL. 21 January, 1951 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



They start 'em skiing young out in the Pacific Northwest.

Photo by
Bob & Ira
Spring

Four

Your Railroads

Lots of trains are carrying people—about one and a half million passengers every day. Many of these trains carry express, too, and about 99 per cent of all intercity mail.

But most of the trains carry freight—all kinds of freight—things that have to be moved from where they are produced to the places where people need and will use them.

Shortly after the outbreak of hostilities in Korea, the American Railroads pledged themselves to an extensive program to meet increasing transportation needs. They have worked energetically to increase the supply of cars with which to meet the needs of national defense and the requirements of our rapidly expanding economy.

Now on order are more than 100,000 new freight cars representing a cost of over half a billion dollars. And before these orders are filled, others will be placed.

Another part of the railroads' program designed to increase immediately the number of freight cars available is a speed-up in the repair and rebuilding of cars. The railroad shops have been turning out first class cars at the rate of more than 35,000 a month. To repair as many cars as they have, as fast as they have, the railroads have extended shop working time and expanded shop forces.

On these and countless other improvements made since the end of World War II, the railroads have spent nearly five billion dollars. This billion-dollar-a-year improvement program is helping the railroads to serve our expanded civilian economy—helping them to meet to the full the tremendous transportation demands of our armed services, and at the same time, to establish new records for efficiency.

THE STREAMLINED EMPIRE BUILDER

GN Report for 1950

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

"Great Northern Railway stepped up its pace as a transportation artery in 1950 to meet increased traffic arising from the international situation and growing domestic production.

Considerable new equipment was placed in service during 1950 and more is coming in 1951 to help meet Great Northern's portion of the nation's expanding transportation requirements.

Eighty new diesel-electric locomotives for freight, passenger and switching duty and 85 new passenger cars were received during 1950, while Western Fruit Express, Great Northern refrigerator car subsidiary, added 500 new cars.

Three completely new streamlined passenger trains began operating during 1950. One, the Red River, travels a round trip daily between Grand Forks, N. D., and Minneapolis-Saint Paul, Minnesota. The other two, both named the International, together make three round trips daily between Seattle, Washington, and Vancouver, British Columbia.

Expenditure of \$11,205,000 was authorized during 1950 for new freight equipment to be delivered in 1951. Included are 1,000 boxcars, 100 covered hopper cars, 250 gondolas and 400 new refrigerator cars for Western Fruit Express. Delivery of 30 new passenger cars also will take place in 1951.

Another completely new fleet of Empire Builder streamliners will go into service about mid-1951 between Chicago on the East and Seattle and Portland on the West. The present



Mr. Gavin

streamlined Empire Builder fleet, new in 1947, then will take over the run of the Oriental Limited, also between Chicago and Seattle-Portland. Both fleets of transcontinental trains then will be entirely made up of streamliners with the most modern equipment.

Many millions of dollars were spent in 1950 for heavier rail and otherwise improving track and structures to increase the railway's efficiency. This will continue in 1951, including installation of 39,000 tons of new 115-pound rail, costing \$11,700,000, to replace lighter steel on various segments.

An application was filed late in 1950 seeking Interstate Commerce Commission permission to acquire the Pacific Coast Railroad, a 30-mile line in and near Seattle. Included is trackage and industrial property on which considerable future development may be expected in the Renton, Washington, district."

Five

Railroad Hour



Mr. Van Hartesveldt

Guiding hand behind the popular Railroad Hour, heard each Monday evening on NBC, is Francis Van Hartesveldt, a professional musician who decided to become a radio director, and did just that.

"Fran" as he prefers to be known, majored in music at the University of Michigan. During his college days, he earned quite a reputation playing the saxophone in itinerant dance bands on the collegiate circuit.

After graduation, he went on to "big time" orchestras and became an instrumentalist and arranger with several well-known organizations.

On Monday, January 15, Evelyn Case will co-star with Gordon MacRae, permanent singing host and master of ceremonies in the "Student Prince." "Dearest Enemy", with Nadine Connor, is scheduled for January 22, and "New Moon", with Dorothy Kirsten, on January 29. The Railroad Hour is sponsored by the Association of American Railroads.

Six

New Pullman Accommodations on Oriental Limited

Lightweight sleeping cars are now in service on Great Northern's Oriental Limited, trains 3 and 4, between Chicago and Seattle, and between Chicago and Portland.

The Chicago-Seattle car replaces an 8-section, 2-compartment, 1-drawing room car previously operated on these trains and contains 16 duplex roomettes and 4 double bedrooms.

The Chicago-Portland car contains 4 double bedrooms, 8 duplex roomettes and 4 sections. Bedrooms are connecting and are available ensuite at drawing room rates.

Mount Spokane

The Washington State Parks and Recreation Commission has allocated \$25,000 for equipping the Mount Spokane State Park public lodge.

A \$100,000 addition to the building is now nearing completion, and it is estimated that an amount in excess of \$50,000 will be needed to adequately equip and furnish the lodge.

Pullman Telegram Form

The Western Union Telegraph Company is now providing a new form of telegram blank for use on Pullman and parlor cars, through the use of which the passenger is not required to prepay telegram charges and train employees are not required to handle telegraph company funds.

In using the new form, the sender indicates whether the wire will be sent collect or prepaid and charges billed to him. He may have the charges billed to his collect card or charged to his home address or telephone number.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



The Junior model Empire Builder did a land office business hauling youngsters around a Western railroad station.



Great Northern was in evidence all over the Golden Rule, with tie-ups in windows, many departments and advertisements in local newspapers.

Toyland Display Features Empire Builder

Santa Claus really did himself proud this past Holiday Season in the toy departments of department stores throughout the country. Toys were displayed in such variety and volume that the youngsters had quite a time making up their minds as to what they really wanted.

At the Golden Rule department store in Saint Paul, Minnesota, one of the city's largest, the main Holiday attraction for children of all ages was a miniature of Great Northern's streamlined Empire Builder which some 30,000 youngsters rode

through scenery depicting the Northwest.

The junior streamliner was painted in the familiar Empire Builder orange and green colors and carried the Great Northern's famous Goat trademark. Frank O'Neill, senior engineer on the regular Empire Builder, was on hand the opening day of the holiday display to start the miniature Empire Builder on its first trip.

The Golden Rule plans to again operate the miniature train display during the Easter Holiday Season, February 24 to March 24.

Seven

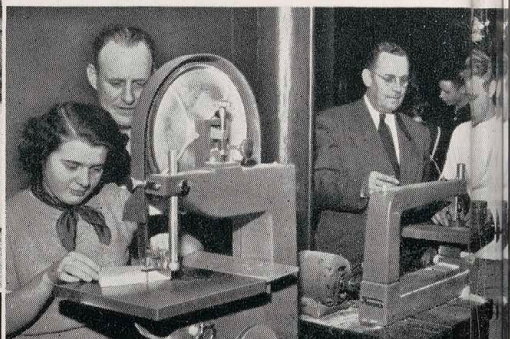
YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Learn

SAINT PAUL JUNIOR



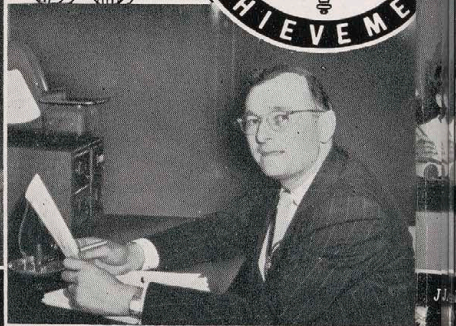
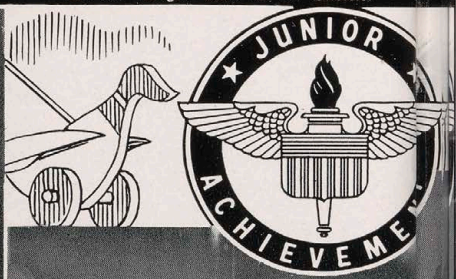
Board of Directors of the GN Novelty Co., determines management and production policies with the aid of advisers.



Modern power machinery is used in production of Flippys under supervision of GN advisers, H. M. Whyte and R. A. Smith.



Attaching Flippy's "flippers" to undercarriage is a specialized operation handled by a JA Member.



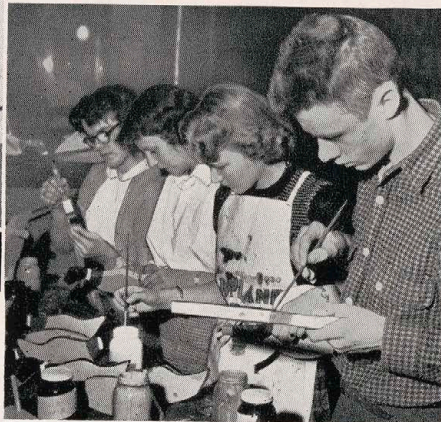
James V. Aldridge, Executive Director of Saint Paul Junior Achievement, Incorporated.

Learn by Doing

NTAL JUNIOR ACHIEVEMENT

Keynote of Junior Achievement, Incorporated, is "Learn by doing". Its purpose is to interest young people in our free enterprise system and to supplement the training received in school. By actually operat-

(Continued on page 10)



Painting of Flippys is done by JA Members on an efficient production line arrangement.



Assembly line production patterned after large industry gives each JA Member his or her particular job to do.



JA Members and Sales Adviser Ed Bergstrom discuss sales promotion plans for Flippys.

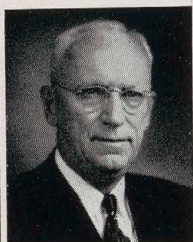


J. M. Budd, GN Vice President of Operations, and Vern C. Peterson, Chief Adviser for GN Novelty Co., inspect finished Flippys.

GN Traffic Officer Retires



Mr. Aldrich



Mr. Gabriel

Retirement of A. L. Aldrich, Manager of Great Northern's Mail and Baggage Traffic Department, is announced by C. E. Finley, the railway's Vice-President of Traffic.

Mr. Aldrich began his employment with Great Northern in 1921 as a clerk, after 17 years with the U. S. Railway Mail Service. He was chief clerk of mail traffic and general agent before becoming manager of the department in 1940.

J. J. Gabriel, who has been assistant manager since 1949, has been named manager of the railway's mail and baggage traffic department, with D. M. Eichten succeeding Mr. Gabriel, as assistant manager.

Mr. Gabriel joined Great Northern in 1927, after 21 years with the Railway Mail Service. Mr. Eichten entered the department in 1940. Following three years of World War II service he returned to the department as chief clerk. He has been traveling mail and baggage agent since 1948.

Blackfeet Indian Agency

Guy Robertson of Lander, Wyoming, has been appointed Superintendent of the Blackfeet Indian Agency at Browning, Montana.

Ten

JUNIOR ACHIEVEMENT

(Continued from page 9)

ing miniature businesses, they learn for themselves that it takes capital to create jobs, and that business cannot pay high wages and exorbitant taxes and have enough remaining to encourage further investment. Participation in Junior Achievement tends to make young people more employable, better workers when they are employed, and more enlightened citizens.

Conceived in Springfield Massachusetts, in 1919 merely as a handicraft club, Junior Achievement was reorganized along present lines in 1942. Some 5,000 business firms are now subscribing funds or sponsoring miniature companies.

Groups of from ten to fifteen high school boys and girls, Juniors and Seniors, are set up in small companies which are managed and operated by the young people themselves. Each junior company has a sponsoring business firm. A regular meeting place for business purposes is maintained by each group of companies which pay a nominal sum for rent, light, heat and wages.

Each company finances itself through the sale of stock at 50c a share, manages itself, produces a product or service, and sells that product or service through its own efforts. It is a leisure time program which does not interfere with school or recreational activities. Members generally devote two hours once a week during the school year to their companies.

As its part in the Saint Paul, Minnesota, Junior Achievement program, the Great Northern Railway sponsors the GN Novelty Company. The 15 young people in the company are engaged in the manufacture of novelty wheeled toys, wooden ducks known as "Flippys". The

(Continued on page 12)



More and More

A mild little man walked into an income-tax inspector's office, sat down and beamed on everyone.

"What can we do for you?" asked the inspector.

"Nothing, thank you," replied the little man, "I just wanted to meet the people I'm working for."

* * *

See'n The Town

A mountaineer from Kentucky took a trip to New York, his first to a large city. On his return a friend asked how he liked New York. "Well," said Zeke, "to tell the truth, I never did get to see the town, there was so much going on around the depot."

* * *

Just Following, Dr!

"I just heard that your son is an undertaker. I thought you said he was a physician."

"Oh, no! I merely said he followed the medical profession."

* * *

All For Free

Hubby: "What are we having for dessert tonight, dear?"

The Mrs.: "Sponge cake. I sponged the eggs from Mrs. Brown, the flour from Mrs. Smith, and the milk from Mrs. Jones."

Neat Trick

Jim: "Now my wife is trying to reduce. This morning she touched the floor with her chin without bending her knees."

Fred: "Gee, how did she ever do that?"

Jim: "She fell out of bed."

* * *

Will You Repeat . . . ?

New typist (following rapid-fire dictation): "Now, Mr. Smith, what did you say between 'Dear Sir' and 'Sincerely Yours'?"

* * *

Reminder

Clara was sitting in the movies with her girl friend when the trailer of an animal film was put on, showing a donkey going to its manger for food.

Clara: "Heavens!! I quite forgot to get my husband's supper!"

* * *

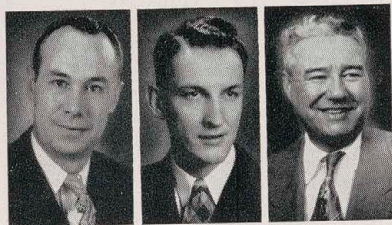
Qualified

To a tramp, who wanted to earn a bite to eat, the farmer's wife said: "If I thought you were honest, I'd let you go into the chicken house and gather eggs."

"Lady," he replied, with offended dignity, "I was manager of a bath-house for 15 years and I never took a bath."

Eleven

Passenger Club Elections



Schneider

Graham

Stair

Hal J. Schneider of the Canadian National Railway has been elected President of the Seattle, Washington Passenger Club for 1951. Other officers chosen are W. E. Ross, American Mail Line, Vice President, and Ollie G. Jenkins, CPR, Secretary-Treasurer.

Directors for 1951 are: C. K. "Bob" Graham, GN; Gil Olson, PRR; Mike King, Alaska Steamship Co.; Paul Clayton, Northwest Greyhound Lines; Monte Wenck, Graylines; K. Erenprais, UAL.

The Minneapolis, Minnesota, Passenger Traffic Club has named G. K. Stair, PRR, its President for 1951; H. J. Koukal, CRI&P, Vice President, S. A. Swanson, M&StL, Treasurer, and D. G. Hodgdon, CRI&P, Secretary. Newly elected directors are Thos. Clohessy, SF, and W. A. Kelch, C&EI.

PNW WINTER SPORTS

(Continued from page 3)

ties. Ski lifts and tows, meals and limited sleeping accommodations are available in some areas.

Largest ski area in Northern Idaho is at Lookout Pass, 100 miles East of Spokane, Washington. Here are downhill and slalom courses, and cross country courses in great variety. In the Lake Pend Oreille area, the general season extends into April.

Twelve

AREA Meeting

The annual meeting of the American Railway Engineering Association will be held in Chicago, March 13-15. AREA, which functions as the Construction and Maintenance Section, Engineering Division, of the Association of American Railroads, has for more than 50 years been pre-eminent in the field of engineering relating to all aspects of the fixed properties of the railways, including tracks, bridges, buildings, water service facilities and yards and terminals.

H. S. Loeffler, Assistant Chief Engineer of Great Northern Railway, is President of AREA. W. B. Irwin, Assistant to Great Northern's Vice President of Operation, is Vice Chairman of Committee on Economics of Railway Location and Operation.

JUNIOR ACHIEVEMENT

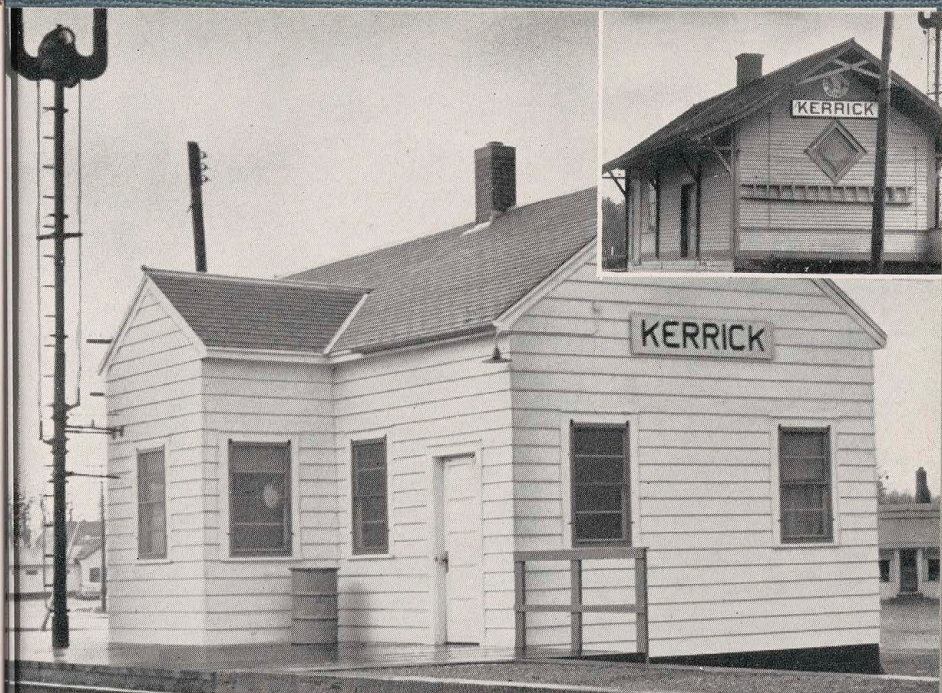
(Continued from page 10)

GN Novelty Company raises capital through the sale of stock, manufactures the product, and sells the product through the efforts of its members. In the process of operating their company, the teen-agers learn to keep various business and production records, set up efficient production and assembly lines, conduct advertising and publicity programs and prepare financial statements and other business operations.

Great Northern Railway JA advisers are: R. A. Smith, Assistant to the General Superintendent of Motive Power, production; Henry Whyte, Wheel Shop Foreman, Jackson Street Shops, assistant; E. W. Bergstrom, General Freight Agent, sales; V. C. Peterson, Chief Tax Accountant, business.

That leaders of American business and labor are becoming increasingly enthusiastic over the results of Junior Achievement evidenced by the steadily growing support accorded the movement.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Great Northern stations old (inset) and new at Kerrick, Minnesota.

Streamlined GN Station

Another of Great Northern's smaller freight and passenger stations to undergo complete modernization is the depot at Kerrick, Minnesota, on the railway's Saint Paul-Minneapolis, Superior-Duluth line.

The frame of the old structure, which was originally constructed in 1896, was found to be sound as new so was utilized in the remodeling of the new building.

Exterior of the attractive building is sheathed with 10-inch cedar siding, painted white, with trim in dark green. Modern horizontal windows and overhead doors to the freight room further enhance the

appearance. Green asphalt roofing is used and the station signs are Scotchlit.

In the waiting room, office, rest room and freight rooms, new flooring has been laid. Wainscot is bleached wood, with upper walls of tan plywood and Nu-Wood planking in random widths. The ceiling is faced with white acoustic tile in 12-inch squares.

A new ticket counter, telegraph counter and new furniture have been provided as well as fluorescent lights and venetian blinds. Heat for the building is furnished by an oil-burning unit.

Thirteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Snow in California



As vacationists enjoy archery at warm Palm Springs, snow sports are in full swing on nearby Mt. San Jacinto.

Although Southern California is primarily a winter sun land, there is plenty of snow, and splendid facilities for snow sporters in the higher mountain valleys. Most of the areas are handy to Hollywood, the desert sun resorts and the Pacific Ocean.

Thickest concentration of the state's winter sports centers is in the spectacularly beautiful Inyo-Mono country that lies along the steep Eastern face of the Sierra Nevada mountain range. This area alone has a total of 14 ski lifts, and in one locality, skiing continues until mid-summer.

Inyo-Mono is a land of contrast. At the same latitude as the palm trees in the valleys below are found trout-filled lakes and streams, lofty peaks, and vast living glaciers. Here is Mount Whitney the tallest mountain in the continental United States, which can be seen rising 14,496 feet over the town of Lone Pine.

Fourteen

The region is reached via the sunny Mojave Desert, past gold and silver mines, and forests of Joshua Trees, whose fuzzy green limbs range in height from 10 to 30 feet. Towns nearby the winter sports areas, all of them with ample accommodations, are Lone Pine, Independence, Big Pine, Bishop, Leevining and Bridgeport.

At Kearsarge Valley, a high snow area near Independence, there is a 1,000-foot ski lift. McGee Mountain, a very popular spot, boasts two 5,000-foot lifts and is convenient to Bishop.

Mammoth Mountain, to the North, is the site of skiing activity that lasts until mid-summer. The area which takes its name from the mining ghost town of Mammoth has five tows.

At Wrightwood in the San Gabriel Mountains two chair lifts and 7 rope tows are in operation until the 1st of April while at famed Lake Arrowhead there are two tows, and at Snow Valley, 8 miles distant, facilities include a chair lift.

American Bowling Congress

The American Bowling Congress' "Hall of Fame", originated in 1941, will come in for added glory at the 48th ABC Championship Tournament to be held at Saint Paul, Minnesota, April 7 to June 2, 1951.

Several members of this elite group will be featured in an exhibition match and will be honored at a dinner sponsored by the Bowling Writers of America. New members elected to the Hall of Fame before the tournament begins will be included in the program.

The 1951 American Bowling Congress will be held in the Saint Paul Municipal Auditorium on 40 specially constructed alleys. Around 36,000 bowlers from all sections of the country will participate. Saintpaulites, Incorporated, is sponsoring the event.

Goat Cleanings



About one and one-half billion board feet of timber was cut from the 152 national forests during July, August and September of 1950. The 17 forests in Region One located in Montana, Northern Idaho, Northeast Washington and Northwest South Dakota furnished a timber cut of 139,627,000 board feet worth \$1,068,579.

* * *

The 1951 annual meeting of the Western Beet Growers Association will be held in the State of Washington. Tentative plans call for a one-day business session in Spokane followed by a two-day tour of the Columbia Basin Irrigation Project.

* * *

Rising Sun is now the official name of East Glacier Cabins in Glacier National Park. The facilities at East Glacier Camp will hereafter be known as Rising Sun Cabins and Coffee Shop and Rising Sun Camp-ground.

* * *

Passenger trains 53 and 54, between Watertown, S. D. and Sioux Falls, S. D. were discontinued with the last trip being made on December 30, 1950.

* * *

SP&S train No. 4, Great Northern's Oriental Limited between Portland and Spokane, now leaves Portland at 9:00 p.m. daily.

Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1950, are: Victor Anderson, signal maintainer, St. Paul, Minn.; Bernard T. Beck, paint shop foreman, St. Paul, Minn.; George W. Dann, section foreman, Badger, Minn.; William J. Donahue, assistant auditor freight receipts, St. Paul, Minn.; William J. Hope, engineer, Grand Forks, N. D.; George Hunkins, Sr., janitor and baggageman, Breckenridge, Minn.; Mathias Rauhen, storer, Minneapolis, Minn.; Harry F. Stranberg, machinist, Willmar, Minn.

Members reported pensioned during December, 1950, are: John E. Cullen, store foreman, Whitefish, Mont.; Andrew H. Froke, agent & telegrapher, Arthur, N. D.; Christ S. Ivanish, section foreman, Malta, Mont.; Charles B. Manwaring, conductor, Whitefish, Mont.; John C. McNellis, agent & telegrapher, DeGraff, Minn.; Benjamin F. Mosing, section foreman, Bottineau, N. D.; Lawrence Rudloff, engineer, Minot, N. D.; Raymond L. Southwick, conductor, Iron, Montana; Joseph H. Willigan, supervising agent, Western Fruit Express, St. Paul, Minn.

Fifteen

THE DIESEL-POWERED ORIENTAL LIMITED

for Travelers Between Chicago and Seattle-Portland
via St. Paul-Minneapolis, Spokane and California

3 NEW

Pullman Accommodations Now Available

on GREAT NORTHERN'S Streamlined EMPIRE BUILDER

Great Northern has placed new Pullman cars in service, providing three additional types of accommodations.

✓ **NEW!**
Roomettes

Roomy, single accommodations, complete with all facilities for comfort.

• ✓ **NEW!**
Compartments

• Space for 2 persons, with enclosed toilets.
• A great way to travel.

• ✓ **NEW!**
Drawing Rooms

• Drawing rooms for four persons, a luxurious way to travel.

• • • • • **IN ADDITION TO** • • • • •

• **Bedrooms**

• Spacious bedrooms provide sleeping room for two persons.

• **Duplex-Roomettes**

• Single occupancy only 10% more than Pullman lower berth.

• **Upper and Lower Berths**

• Standard Pullman sections for travel at economy fares.

EVERY DAY - EACH WAY

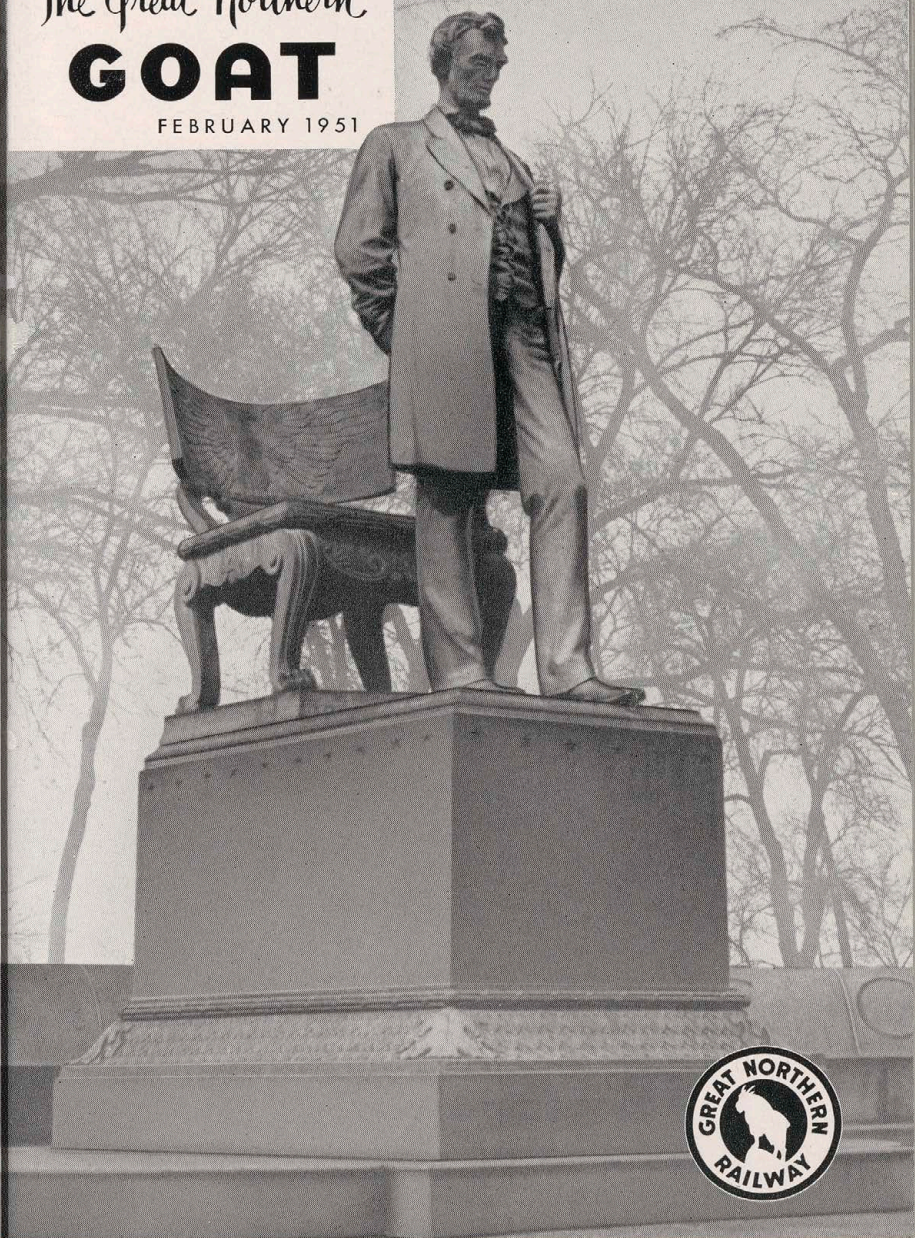
Connections in PORTLAND for California - in CHICAGO for EASTERN CITIES

You Go Great
when you go
Great Northern



The Great Northern
GOAT

FEBRUARY 1951



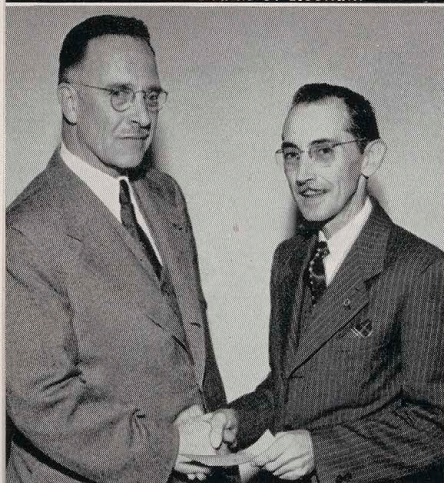
GN Name the Train Contest Winners



Contest judges, left to right, Albert Kalmbach, Irving F. Lyons, K. M. Campbell and Frank J. Rebhan.



Bert Neill, left, is presented his award by S. L. Williams, GN's District Passenger Agent, Los Angeles



A. L. Scott, GN's General Agent Passenger Department, presents award to C. H. Munro, right, SP Agent at Oceano, Calif.



Winner in GN Employees' Contest, Wallace E. Davis, left, receives his award from P. G. Holmes, GN's Passenger Traffic Manager.

Duplicate Awards In GN 'Name the Train' Contest

Entries submitted by two Californians in Great Northern's "Name The Train" contest among railway ticket agents, employees of reservation bureaus, ticket sellers in stations and depots, employees of recognized travel and tourist agencies in the United States and Canada, were voted duplicate awards of \$500.00 each by the contest judges who met in Saint Louis, Missouri, on January 9.

The prize winning contestants are Charles H. Munro, Agent, Southern Pacific Company, Oceano, California, and Bert Neill, Regional Supervisor, Ask Mr. Foster Travel Service, Inc., Los Angeles, California, both of whom submitted the name "The Evergreen."

Charles Munro, a native of Tennessee, is a former Great Northern employe, having been employed as a relief telegrapher and agent on the railway's Butte Division from 1928 to 1931. He moved to California in 1936, where he began employment as a clerk with the Northwestern Pacific Railroad, a Southern Pacific subsidiary. After attending that railway's telegraph school, he became relief agent-operator at San Ardo and was appointed agent at Oceano in 1946.

He is married and has four children ranging from 5 to 14 years of age. The train name submitted by Mr. Munro was suggested by his 9-year old son, Tommy. One of his ambitions has been to own a small farm. Mr. Munro plans to use his prize money, plus his savings, as a down payment on a home of his own.

Bert Neill came to California from the State of Washington. He is also a former railway employe being associated with the Kansas City Southern Railway in Seattle, and the traffic offices of the Southern Pacific and Chicago and Northwest-

ern in Portland, Oregon. He served in the U. S. Navy during World War II. Mr. Neill joined the Ask Mr. Foster Travel Service, Inc. upon his release from the navy in 1946.

In addition to his position as Regional Supervisor of the Ask Mr. Foster Travel Service branch offices in Los Angeles, San Francisco and the Pacific Northwest, he is Field Representative of promotional and advertising work in behalf of hotels, resorts, dude ranches and other vacation and travel interests in Northern California, Nevada, Oregon, Washington, British Columbia, Idaho, Montana and Wyoming. His hobby is model railway building.

In a similar contest conducted among Great Northern Railway employes, the name "The Eight Stater", submitted by Wallace E. Davis, Station Master, Great Northern Passenger Station, Minneapolis, Minnesota, was voted an award of \$500.00 by the contest judges.

Mr. Davis began employment with Great Northern as a messenger in the railway's Local Freight Office in Minneapolis in 1935. He has been Station Master since September 1949. He is married and has a son 8 years of age and twins, a boy and a girl, age 7.

Contest judges were Irving F. Lyons, Traffic Director, California Packing Corporation, San Francisco, and immediate past president of the National Industrial Traffic League; Frank J. Rebhan, Traffic Manager, American Crystal Sugar Company, Denver, Colorado, and immediate past president of the National Association Shippers Advisory Boards; Albert Kalmbach, Publisher, Trains Magazine, Milwaukee, Wisconsin; and K. M. Campbell, Associate Editor, Railroad Magazine, New York City.

(Continued on page 18)

Three

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

The Great Northern



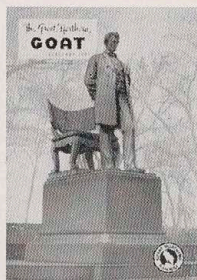
Vol. 21 February, 1951 No. 2

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



"He lost himself in the larger self of his country and all mankind."

Photo by
Louis C.
Williams,
Evanston,
Illinois.

Four

Your Railroads

Since June of 1950, our armed forces have been fighting to stem the tide of aggression in Korea. Today our country is re-arming against the threat of another world war.

We Americans have taken a firm stand against such aggression, and are prepared to take up a notch in our belts and push rearmament with all possible speed. We are determined to produce guns, planes, tanks, ships and munitions in quantities that will deter any enemy or combination of enemies from future aggression.

As mobilization goes into high gear, it is the job of the railroads to move men and materiel, and to haul the raw materials—the food, the fuel, the supplies—that are needed to make the munitions which our armed services must have.

To help speed this tremendous transportation job the railroads have the skill, the ingenuity and the experience gained during World War II. Since the end of that war, the railroads have spent more than five billion dollars to increase their transportation capacity and to improve efficiency.

Last year the American railroads put more new locomotives into service than during any other year in the past quarter century. These new and more powerful locomotives, operating more efficiently and hauling new and larger cars, make it possible for the average freight train today to carry more freight and carry it faster than ever before.

The railroads plan to continue this billion-dollar-a-year program of expansion and improvement right up to the limit of available manpower and materials. At the same time, with the continued help of shippers and government agencies, they will get even more service out of every car and locomotive.

THE STREAMLINED EMPIRE BUILDER



Timberline Lodge, a mile high on Mount Hood, 58 miles East of Portland, Oregon.
Photo by Ray Atkeson.

Short sleeve sweaters are comfortable in the warm winter sun. Photo by →
W. Kirk Braun.



Timberline Lodge in Oregon

Fun at Timberline Lodge, million-dollar castle in the clouds high on the slope of magnificent Mount Hood in Oregon, continues 'round the calendar. There's enjoyment for everyone, winter and summer.

For the present winter sports season, a new two-thousand foot tow called the "Platter Pull" has been added. This all-purpose tow which serves experienced skiers and novices alike, is located directly in front of the lodge in a sheltered area where bad weather seldom interferes with skiing.

The lodge may now be reached by the spectacular new Skiway, only aerial tramway of its kind in the world, with luxurious 36-passenger coaches gliding high above the tree-tops.

A new soda fountain has been opened in the lower ski lounge, which is open daily serving hot coffee, sandwiches and ice cream. The former ski grill has been converted into a recreation room where teenagers can dance, play table tennis and cards. There is dinner dancing each evening in the main dining room and after dinner dancing in the Ram's Head Cocktail Lounge on the mezzanine. Ski movies and full-length features are shown every evening.

Timberline Lodge boasts the finest skiing in the nation, especially during the spring months, and this year offers an outstanding special for visitors called Spring Ski Week for \$49.00. The Spring Ski Week special is in effect April 16 through June 16

(Continued on page 6)

Five

THE DIESEL-POWERED ORIENTAL LIMITED

GNDA Officers



GNDA leaders left to right are Herman Stern, H. H. Westlie, R. J. Hughes.

H. H. Westlie of Minot was elected to the Presidency of the Greater North Dakota Association at the civic organization's recent meeting held in Fargo.

R. J. Hughes of Wahpeton, last year's President, was named Chairman of the Executive Committee and Herman Stern of Valley City, a past GNDA President, continues as Honorary President. Chairman of the Board is B. E. Groom of Grand Forks.

E. E. Simonson of Fargo and R. E. Meidinger of Jamestown, were chosen Vice Presidents. Continued in office were F. A. Irish, Treasurer, and LeRoy Pease, Executive Secretary.

The greatest production of hydroelectric current from one location was attained at Grand Coulee Dam on January 8, 1951. An instantaneous peak of 1,937,000 kilowatts was reached.

Six

Reclamation Meeting

Wenatchee, Washington, has been selected as the site of the Bureau of Reclamation's annual programming conference, scheduled to be held in late July or early August, 1951.

An estimated 75 persons will attend, including Commissioner of Reclamation Michael W. Straus, members of his staff, officials of the Department of the Interior from Washington, D. C., the Chief Engineer and staff members from Denver, Colorado, and Regional Directors and their officials from seven regions in the 17 Western states.

The session, which will be the first to be held in the Pacific Northwest, will last approximately one week and will include inspection of nearby Bureau of Reclamation construction work and facilities.

Spokane-Seattle Sleeping Car Service

Lightweight 16 duplex roomette, 4 double bedroom sleeping cars are now in service on Great Northern trains 3 and 4 between Spokane and Seattle, Washington.

The new cars have replaced the conventional 10 section, 1 drawing room, 2 compartment cars formerly used in this service.

TIMBERLINE LODGE

(Continued from page 5)

and runs from Sunday dinner through the following Saturday after lunch, six nights and seven days. Included are guest room accommodations, meals in the main dining room, unlimited use of the lift and tows, dancing nightly to fine music, and ski movies every evening.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

n
of
g
n

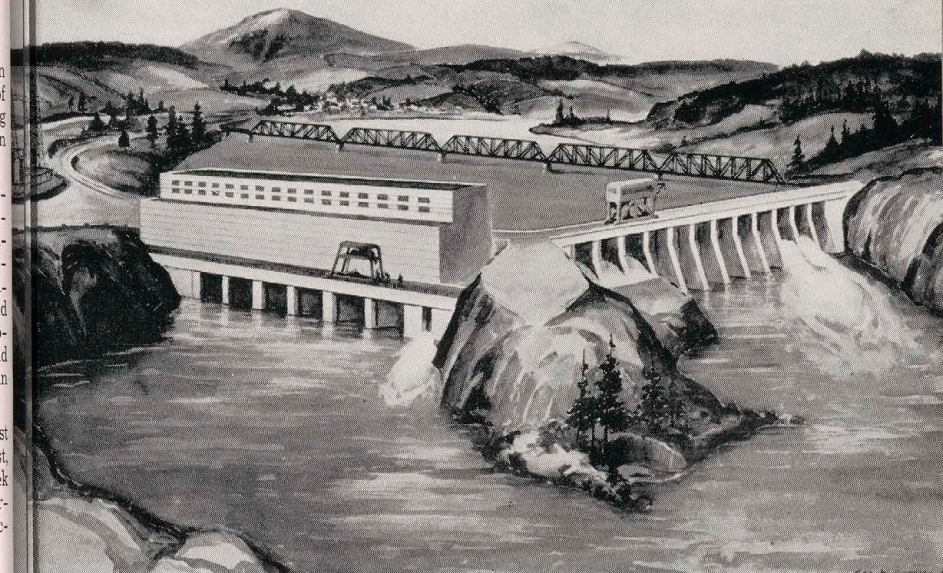
d
-
d
n

st
st,
rk
-
c-

e,
re
m
n

ne
g
ly

er
er
ys.
n-
ng
nd
ic.



Artist's conception of the completed Albeni Falls Dam.

Albeni Falls Dam

Now under construction on the Pend Oreille River in Bonner County, Idaho, Albeni Falls Dam will serve the multiple purposes of power production, flood control, navigation, recreation, fish and wildlife conservation. The dam is a project of the Corps of Engineers, U. S. Army.

Located near the Washington-Idaho state line on Great Northern's main transcontinental line, Eastbound travelers will get their first view of the project from the downstream side about one-half mile below the site. The rails course beside and above the Pend Oreille River, offering an unobstructed view directly into the construction area. Opposite the axis of the dam, a shallow cut obstructs the view for about 500 feet. The rails then cross the river over an 1,100-foot bridge just up-

stream, again offering an unobstructed view of the project.

Westbound passengers will, of course, see the construction work first from the bridge upstream, then from below the dam.

When completed, the concrete gravity type dam will have a total length of about 1,100 feet with the spillway section occupying the channel to the left of an island at the site. The submerged spillway will measure 90 feet in height and 500 feet in length. The 380-foot powerhouse will be located in the right channel.

Initial construction includes preliminary rock excavation for the spillway dam, clearing, widening and deepening of the North channel, and construction and unwatering be-

(Continued on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Passenger Club Elections



Matthews

Ott

Fletcher

The Southern California Passenger Association at its recent annual meeting chose Claude E. Matthews, SP, as its President for 1951. Other officers elected were O. V. Howard, D&RGW, 1st Vice President; Roy Baumruker, PRR, 2nd Vice President; Earl H. Eckhoff, UP, Secretary-Treasurer. Harold Weeks, CN; C. W. Berghofer, CB&Q; Frank Rice, SF; Harry Farmer, UP, and Al Davis, California Parlor Car Tours, were elected to the Board of Governors.

Henry F. Ott, CRI&P, was elected President of the Saint Paul Passenger Association for 1951. William Powers, Twin City Motor Bus Company, was chosen Vice President; J. H. Johanson, C&NW, Treasurer; L. V. Caverly, C&NW, Secretary. Directors named are, C. K. Patton, NYC; F. P. Hovey, Union Depot; W. C. Hutson, Union Depot; J. H. Linstad, CB&Q; W. E. Wais, CMStP&P; H. Roloff, NP.

The Cleveland Passenger Club at its annual dinner, installed the following officers to serve during 1951, Creath D. Fletcher, CB&Q, President; Edward W. Heil, NYC, Vice President; Ray N. Wakeman, L&N, Secretary; James A. Gault, PRR, Treasurer. Members of the Board of Governors are, William L. Daly, SoRy; Fred Haugh, Cleveland Cliffs

Eight

Iron; Ray A. Horley, NYC; Mert Jackson, CP; George F. Lembke, B&O; C. J. Miller, Jr., Capital Airlines; Larry W. Miller, Collver-Miller Travel; Paul Schilling, CMSt-P&P; Walter A. Schmid, NYC; John P. Tilton, CRI&P; Ken R. Thomas, Goodyear Tire & Rubber Company; Robert G. Wood, NKP.

Fargo-Moorhead Sleeping Car Service

The Great Northern Railway will provide Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead on its trains 9 and 10 during the period February through May 31.

Under the rotating plan which alternates this service every four months between the Northern Pacific and Great Northern Railways, there will be no set-out Saint Paul-Minneapolis-Fargo sleeping car operated by the Northern Pacific during this period.

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

ALBENI FALLS DAM

(Continued from page 7)

tween the cofferdams upstream and downstream from the spillway.

The hydroelectric installation will consist of three turbines with a combined rating of 68,000 horsepower driving generators with a total rating of 42,600 kilowatts.

The construction program is planned to provide 1,140,000 acre-feet of water storage in Lake Pend Oreille by August 1952. Flood damage around the lake will be reduced, and substantial recreation and conservation benefits will be realized by stabilizing the level of Lake Pend Oreille during the summer season.

THE STREAMLINED EMPIRE BUILDER



Great Northern Railway officials left to right are: G. E. Anderson, General Fuel Supervisor; Cornell Halvorson, General Roadmaster; R. C. Thayer, Superintendent of Telegraph; John M. Budd, Operating Vice President; F. J. Gavin, President; H. S. Loeffler, Assistant Chief Engineer. Saint Paul Dispatch-Pioneer Press Photo.

Great Northern Men Honored

Four Great Northern Railway men, each the head of a national railway organization, were honored recently at a luncheon held at the Minnesota Club in Saint Paul, Minnesota.

Specially designed gavels were presented to each by John M. Budd, Operating Vice President of Great Northern. The gavels were made of walnut from a table which was formerly used by James J. Hill, the "Empire Builder" and founder of the Great Northern Railway.

Recipients of the gavels were G. E. Anderson of Saint Paul, GN's General Fuel Supervisor, and President of the Railway Fuel and Traveling Engineers Association; Cornell Halvorson of Willmar, Minnesota, General Roadmaster, President, Roadmasters and Maintenance of Way Association; R. C. Thayer, Saint Paul, Superintendent of Telegraph, Chairman, Communications Section, Association of American Railroads; H. S. Loeffler, Saint Paul, Assistant Chief Engineer, President, American Railway Engineering Association.

GN Orders More Diesels

The Executive Committee of the Board of Directors of the Great Northern Railway, meeting at Saint Paul, Minnesota, in January, authorized purchase of 39 additional diesel-electric locomotives at a cost of \$5,550,000. Included are thirty 1,500 horsepower units for road and

switching duty, seven of 1,200 horsepower for switching, and two of 800 horsepower for switching. All are scheduled for delivery during 1951.

Also authorized was payment of a \$1.00 dividend per share payable on March 21, to stockholders of record on February 21.

Nine

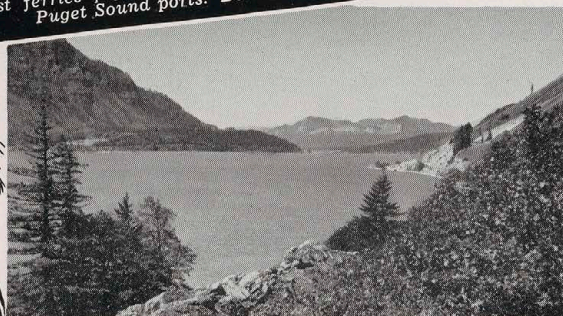
THE DIESEL-POWERED ORIENTAL LIMITED

Calif

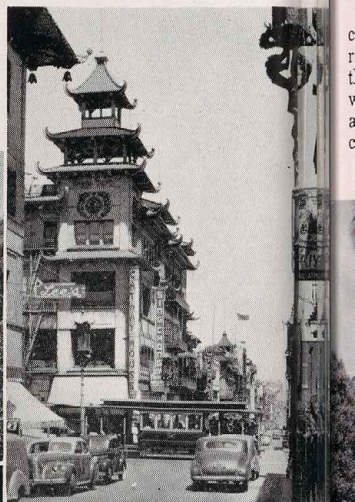
VIA GREAT NORTH R &



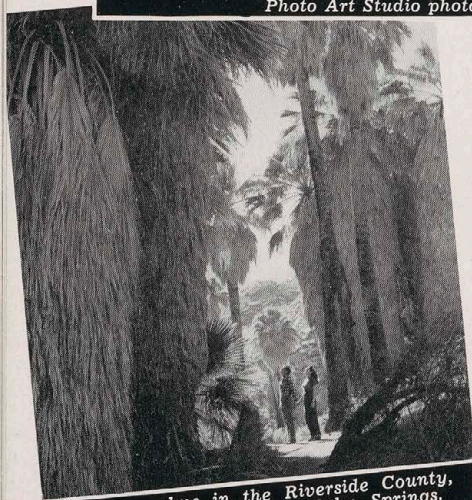
Fast ferries ply the briny waters between Seattle and Puget Sound ports. Bob & Ira Spring photo.



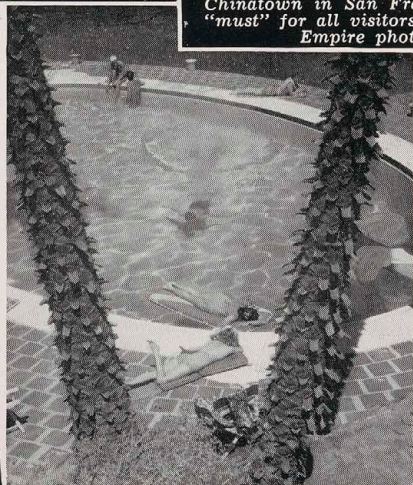
Columbia River Gorge and Wind Mountain from the North bank of the mighty river. Photo Art Studio photo.



Chinatown in San Francisco a "must" for all visitors. Redwood Empire photo.



Stately palms in the Riverside County, California, desert near Palm Springs. All Year Club photo.



Unique pool at Palm Springs is shaded by towering palms. All Year Club photo.

California

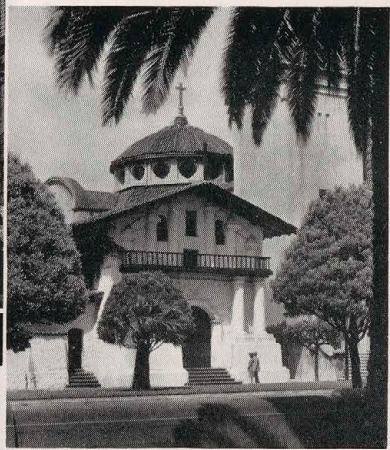
NORTH & PACIFIC NORTHWEST

California's famed desert resort country is most appreciated by residents of most other sections of the United States during the late winter and early spring. In the area's unique, dry subtropical climate, days are sunny and

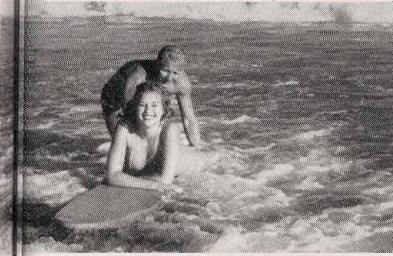
(Continued on page 12)



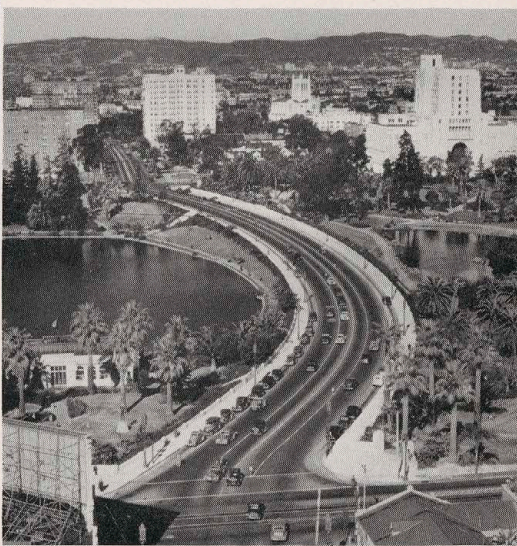
A bit of Old Mexico on Olvera Street in Los Angeles. All Year Club of Southern California photo.



Mission Dolores in San Francisco dates to 1776. Redwood Empire Association photo.



The waves at Santa Barbara. All Year Club of Southern California photo.



Wilshire Boulevard is one of Los Angeles' many busy traffic arteries.

Easter Seal Campaign



Funds derived from its annual Easter Seal campaign, which in 1951 will be conducted February 25 to March 25, will enable the Minnesota Society for Crippled Children and Adults to provide services to benefit crippled individuals in the state.

The Society provides the principal financial support for the Saint Paul Rehabilitation Center and aids in supporting cerebral palsy centers in Saint Paul and Minneapolis. An outstanding service is the Easter Seal camp on the Saint Croix River which is operated for ten weeks each summer.

One of the Society's statewide direct services is the loan of wheelchairs, walkers and special hospital beds, under physicians' recommendations, to patients unable to procure them. The Society also provides braces, hearing aids, special types of transportation and convalescent heart care not available through other programs.

Twelve

CALIFORNIA

(Continued from page 11)

warm, while nights are cool and invigorating. Winter sports are in full swing far into the spring at higher elevations, and in many cases, it is quite possible for one to bask in the warm winter sun during the morning, and in the afternoon, ski down mountain slopes on dry powder snow.

The entire 770-mile long state is a Mecca for winter vacationists from the East and Middle West. On the North the Redwood Empire with its forests of magnificent trees, largest living things on earth, is especially inviting while the gold fields and the Mother Lode country of the 49'ers, steeped in history and legend attracts many. The cities of San Francisco, Los Angeles, San Diego and adjacent areas are, of course, the most popular vacation centers the year around.

The great Imperial Valley, an irrigated region noted for its fertility as well as for sunshine, surrounds the border town of Calexico. During the winter the fields are green with crops of lettuce, carrots and tomatoes destined for shipment to other cities. Calexico, in the United States, is separated only by the international gate from her sister city of Mexicali in Old Mexico. Visitors may cross the border at will and shop in picturesque bazaars.

On the Eastern side of the Imperial Valley are the sand dunes that resemble those of the Sahara. Many motion pictures have been made here. The dunes stretch as far as the eye can see and become all the more impressive and beautiful as morning and afternoon shadows creep over them.

Throughout the state are events that vacationers may enjoy. Horse-racing at Santa Anita Park con-

(Continued on page 14)

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Goat Gaieties

And The Same To You!

On a short railroad line in Dixie, the conductor became annoyed by a woman who pestered him with an interminable stream of questions about his work, and the operation of the railroad.

The conductor's patience had about reached its limit, when the train stopped to take on water. At the proper moment, the conductor signaled the engineer to proceed.

"Oh, conductor," the inquisitive passenger called out, "why did you wave your hand at the engineer?"

"That, madam," the conductor cried in anger, "means 'Get the h-l out of here!'"

A little later, when his anger had subsided, the conductor felt ashamed of his conduct, so he went to her room and apologized for his remarks. The woman said nothing. She just waved her hand.

* * *

Farsighted

The children had all been photographed and the teacher was trying to persuade them each to buy a copy of the group picture.

"Just think how nice it would be to look at it when you are all grown up and say, 'There's Rose, she's married.' 'That's Billy, he's a sailor.'"

A small voice at the back of the room piped up, "And there's teacher, she's dead."

He's Got Shoes!

Visitor: "How far is it to Washington?"

Native: "Wa'al, I don't rightly know, but I'll call Eph. He'll know. He's traveled all over. He's got shoes."

* * *

Befitting

Discussing his epitaph, Sir John Strange said, "I want no fuss, nothing fancy. I simply want these words on my stone: 'Here lies a lawyer who always spoke the truth.'"

"But," a friend protested, "no one will know who rests there."

"Oh, yes, they will know," Sir John replied. "All who read will say, 'That's strange!'"

* * *

Yes and No!

"Pa," said Willie, "a man's wife is his better half, isn't she?"

"Well, we are told so, son," said Pa, not looking up from his paper.

"Well, then," continued Willie, "if a man marries twice there isn't anything left of him, is there?"

* * *

Pertinent

She: I don't see how football players ever get clean.

Other She: Silly, what do you suppose the scrub team is for?

Thirteen

Railroad Hour



Railroad Hour's 1951 Valentine—Baritone Gordon MacRae and his lovely wife, Sheila.

Information released by the Nielsen Radio Index, the broadcasting industry's recognized program-rating service, reveals that the Railroad Hour, sponsored by the Association of American Railroads, heard every Monday evening over the National Broadcasting Company Network, keeps its old friends and makes many new ones.

Measured by this accepted scientific method, the Railroad Hour, now in its third year, outranks programs of a similar nature that have been on the air for as long as twenty years. The steady increase in the show's audience is especially significant in view of the fact that eight other musical and five other institutional programs have decreased in popularity over the same period.

(Continued on page 16)

Fourteen

CALIFORNIA

(Continued from page 12)

tinues until March 10, while the Imperial Valley's Mid-Winter Fair is held to celebrate the harvest February 24 to March 4. During March cherry trees surrounding the towns of Beaumont and Banning in the San Geronio Pass burst into bloom while the town of Temple City, East of Los Angeles, holds its Camellia Festival March 3-4. From March 3 to 11, flowers valued at more than \$1,000,000 are displayed at swank Hollywood Park race track at Inglewood. The National Orange Show at San Bernardino in the heart of the orange country runs March 8-18.

Beginning March 9 and every Friday, seaside estates of Santa Barbara are open to the public as gardens reach a peak of blooming. March 19 marks the traditional return of the swallows to the Spanish Mission San Juan Capistrano.

At the seaside during the grunion runs March 9-11 and 24-27, vacationists line the beaches to catch with their bare hands the unusual fish which squirm onto the sand to deposit their eggs.

The early spring season in March in Southern California is a time of sunshine and flowers. The countryside is green and outdoor gardens are vivid with blossoms. Wild lupine, sunflowers and verbena stretch for miles. Among these surroundings many outdoor Easter Sunrise Services are held.

Rail travelers from the East and Middle West to many points in California may, at little or no more round trip rail fare, go or return via the Great Northern's scenic Northern route. The streamlined Empire Builder and the diesel-powered Oriental Limited both make excellent connections at Portland, Oregon, with fast new streamliners to and from California.

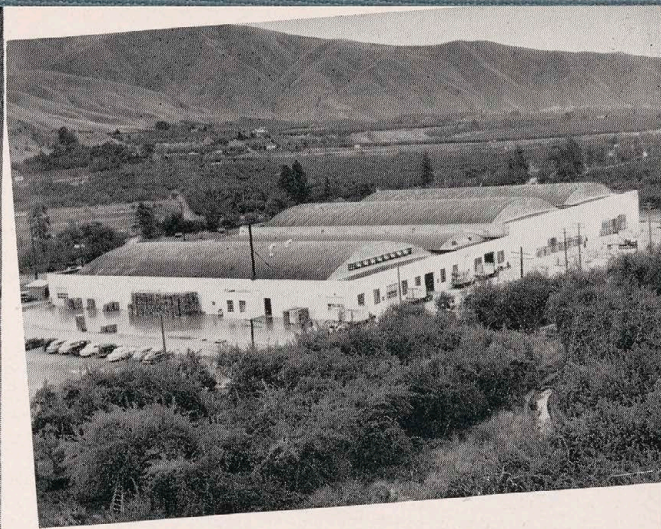
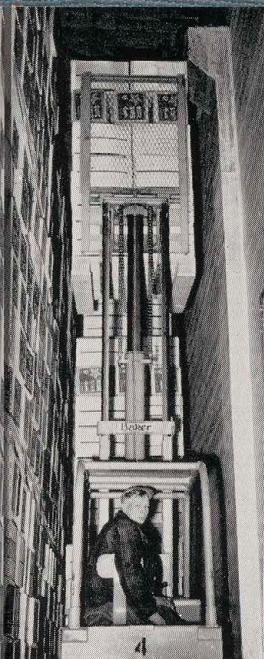
THE STREAMLINED EMPIRE BUILDER

e Im-
air is
ebru-
March
crows
the
bloom
East
nellia
rch 3
than
wank
ngle-
Show
rt of
8-18
very
ania
c as
ning
re-
inish

nion
aca-
atch
sual
d to

arch
e of
try-
ens
ine,
for
ings
rrv-

and
ali-
ore
via
th-
ire
pri-
ent
on,
and



The new streamlined packing and cold storage plant of the Cashmere Fruit Growers' Union at Cashmere, Washington.

← *Electric fork lifters stack boxes of fruit 18-feet high in cold storage rooms.*

Washington Fruit Packing Plant Streamlined

The new packing and cold storage plant of the Cashmere Fruit Growers' Union, said to be one of the industry's finest, was completed in time to help handle the 1950 fruit crop, largest in the history of the famous Wenatchee Valley of Washington State. The huge plant has a capacity of 1,500 tons of Bartlett pears, 100,000 boxes of winter pears and 600,000 boxes of apples.

Many of the new plant's features are so novel that growers, engineers and visitors have come from many sections of the United States and from some foreign countries to inspect the facilities and observe processing.

Key to efficiency is in the electrically powered pallet fork lifters.

Trucks from the orchards can be unloaded in two minutes by these fast moving lifters.

The entire operation is streamlined. Wooden pallets hold 48 boxes when loaded. The electric lifters whisk the pallets from the trucks in receiving, then from the packing line into cold storage. In one operation, 48 boxes can be lifted 18-feet to stack them three pallets high, or 18 boxes high, in cold storage.

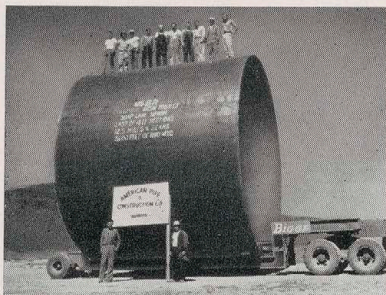
Another time saving feature is a constantly moving portable conveyor which carries boxes and wrapping paper to the packing lines.

Despite speed of operation, fruit is handled with a minimum of bruising or other damage.

Fifteen

THE DIESEL-POWERED ORIENTAL LIMITED

Columbia Basin Project



Completed section of 22' 4" welded pipe for lining the Soap Lake Siphon.

With the placing and concreting in of the final section of the 22-foot 4-inch diameter steel plate inner liner, another link in the West Canal of the gigantic Columbia Basin Project has been completed. The West Canal will eventually carry irrigation water to approximately 288,000 acres of what is now virtually wasteland. More than 4,000 families will get their irrigation water through what is by far the largest siphon in the world.

Approximately six million pounds of steel were hauled in for the liner the bulk of it moving via the Great Northern Railway to the Grant Orchards Station near Soap Lake, Washington.

The steel was shipped in plate form and was fabricated into huge pipe sections near the siphon site.

RAILROAD HOUR

(Continued from page 14)

On Monday, February, 12, Dorothy Kirsten will co-star with Gordon MacRae, master of ceremonies and permanent singing host in "Sari". "Song of Norway" with Irra Petina will be presented on February 19, and "Two Hearts in Three Quarter Time" with Marion Bell February 26.

Sixteen

The Railway Bible

As far back as the oldest railroad-er can remember, The Official Guide has been a familiar object in railway offices. Now in its 83rd year of continuous publication, this 1,500-page reference volume is not only the oldest periodical of its type, but in point of contents, the largest monthly publication in the world.

Successive issues of the Guide, extending back more than three-quarters of a century form a fascinating history of the American railway industry. They record the extension of lines and the establishment of stations, the development of sleeping cars, dining cars and other equipment down to the latest lightweight streamliners. They record the conversion of the various gauges in the 70's and 80's to standard gauge, and the adoption of Standard Time in 1883.

In the files also can be traced the development and evolution of organizations which finally merged into the Association of American Railroads in 1934, as well as the merging of many smaller railways into the great trunk and transcontinental systems we know today.

Before The Official Guide appeared in 1868, several other guides were published and competition was keen. Information contained in most of these early guides was notoriously inaccurate. Finally the organization that is now the American Association of Passenger Traffic Officers took steps toward encouraging publication of an "official" and reliable travel guide. The first issue appeared in June 1868 and contained 140 pages.

The remarkable feat of revising, producing and distributing The Official Guide each month is an example of organization coordination, teamwork and skill which could be studied with profit by many business firms.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Redwood Empire Envoy

For two years, Keith Straughan and his family of Eureka, California, in the famed Redwood Empire, have traveled 15,000 miles in 24 states, displaying their unique home on wheels. Hewed from a solid 33-foot section of a 267-foot giant redwood, the remarkable dwelling required 16 months to construct with drills, adzes and other tools being used instead of hammers and saws.

Boy Scouts, Lions Clubs and other service groups usually sponsor the exhibitions at which nominal admissions are charged. Straughan also sells redwood burl novelties, has distributed thousands of folders publicizing the Redwood Empire and has given scores of showings of the Redwood Empire Association's color-sound motion picture, "Redwood Empire Travel Thrills".

Grand Coulee Visitors

Almost a quarter-million persons took the conducted tours through the Grand Coulee Dam Powerhouse during 1950. In addition, approximately 55,000 visitors inspected the dam without taking the conducted tour.

During December, 1950, visitors were registered from 26 states and from 10 foreign countries.

Elections

Recently elected President of the Spokane, Washington, Chamber of Commerce is Franklin Greenough. W. E. Tollenaar and James A. Ford were re-elected Treasurer and Managing Secretary, respectively. The Executive Committee is composed of W. H. Cowles, Joseph Drumheller, Merle Emry, Charles Finucane, Frank S. McWilliams, R. A. Paterson, W. T. Triplett, Franklin Trunkey, Otto Warn and A. H. Wegner.

GN Carnival Princess



Princess Pat

Patricia Joy Eggert, brown-haired, blue-eyed stenographer in Great Northern's Insurance Department of the Comptroller's office in the General Office Building in Saint Paul, Minnesota, was the railway's Winter Carnival Princess for 1951.

The Saint Paul Winter Carnival, originated in 1886, is now presented annually under the auspices of Saintpaulites, Incorporated.

One of the nation's premier civic celebrations, Carnival Week is crammed with unusual events. Highlights include the Grande Parade, the National Outdoor Speed Skating Races, the World's Original Ice Fishing Contest, the National Majorette Contest and the brilliant Queen of the Snows Coronation.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Considered to be among the finest pieces of poster art ever used by the Red Cross, Norman Rockwell's painting shown above is based on the 1951 Red Cross campaign slogan, "Mobilize for Defense". It depicts workers from three major Red Cross services moving into an emergency; a doctor carrying a bottle of blood for instant transfusion; a trained First Aider with full kit; and a woman volunteer who represents the millions of workers who contribute to the success of the Red Cross effort.

A goal of \$85,000,000 has been set for the March fund campaign of the American Red Cross to meet the enormous tasks assumed by the organization in the national emergency.

In addition to continuing its regular year-in and year-out program, increased demands have been brought about by the rapidly mounting numbers in the armed forces and by civil defense programs. Commitments require the organization to train 20,000,000 persons in first aid;

instruct hundreds of thousands in home nursing; recruit millions of blood donors, and prepare for mass feeding, clothing and shelter in case of major disaster or national emergency.

The American Red Cross asks the help of every American to supply urgently needed funds for its expanded work, for volunteer workers, and for blood donors.

NAME THE TRAIN CONTEST

(Continued from page 3)

A total of 7,539 qualified entries were received up to the close of the contest at midnight November 30, 1950, consisting of 2,619 from other lines ticket agents, reservation bureau employees and others, qualified under the rules of the contest, and 4,920 from Great Northern Railway employees.

Many entries were submitted by persons not qualified to compete in the contest. There were a number of entries which were not in accordance with the rules. Many entries were of names of trains already established and operated over a period of years by other railroads which were understandably eliminated. Entries were submitted by employees and representatives of practically every railroad in the United States and Canada and came from every section of the two countries.

Under the rules of the contests, Great Northern Railway reserved the right to use or not to use the prize-winning name or names or any contest entries for its transcontinental train or for any other train. The final decisions of the judges were based on 25-word statements of reasons for the names submitted by entrants with their entries.

The name selected for Great Northern's transcontinental train, for which the two contests were conducted, will be announced in the very near future.

Eighteen

THE STREAMLINED EMPIRE BUILDER

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1951, are: Joseph Broberg, locomotive engineer, Willmar, Minn.; Joseph M. Carroll, traveling engineer, Reseda, Cal.; Peter C. Dahl, section foreman, Kent, Minn.; Peder P. Haaland, section foreman, Hillsboro, N. D.; Frank J. Hackett, clerk, St. Paul, Minn.; John J. Jones, machinist, St. Paul, Minn.; Ray Smith, machinist, Hillyard, Wash.; James F. Sullivan, car accountant, Minneapolis, Minn.; William C. Smith, check clerk, St. Paul, Minn.; Ted A. Sliter, agent, Marshall, Minn.; Amatus L. Wenstrom, painter foreman, St. Cloud, Minn.; Dr. George M. Williamson, physician & surgeon, Grand Forks, N. D.

Members reported pensioned during January, 1951, are: Henry Bronson, locomotive engineer, Breckenridge, Minn.; Leo A. Barber, yard master, Minneapolis Junction, Minn.; Harvey G. Dimond, office engineer, St. Paul, Minn.; John T. Grell, stoker, Minneapolis, Minn.; Fred G. Krona, district roadmaster, Columbia Falls, Mont.; John Kiley, section laborer, St. Paul, Minn.; Henry W. Krommenhoek, blacksmith, Sioux City, Iowa; Edward L. O'Malley, switchman, Kelly Lake, Minn.;

Joseph Pung, locomotive engineer, St. Cloud, Minn.; John Salk, gang foreman, St. Cloud, Minn.; Nick J. Verkinnes, conductor, St. Cloud, Minn.

* * *

The Bobbs-Merrill Company, Inc., Indianapolis, Indiana, has published the first edition of "The Majestic Land" in which several chapters are devoted to the Northwest served by Great Northern Railway. Author of the book is Ralph C. Henry of Helena, Montana, who writes under the name of Eric Thane.

* * *

Pacific Books, Palo Alto, California, has published a new book "Railroads Down The Valley" by Randall V. Mills. Railroad history, social history and folklore are combined to present the complete stories of five shortline railroads in the Pacific Northwest.

* * *

The 1951 Portland, Oregon Rose Festival will be held June 6 through June 10.

* * *

Greater Seattle's Spring Flower Show will be held in the Edmondson Pavilion May 2 through May 6.

Nineteen

Back cover photo by Louis C. Williams, Evanston, Illinois.

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Form 6009 2-51

Printed in U.S.A.

FOUR SCORE AND SEVEN YEARS
AGO OUR FATHERS BROUGHT FORTH
ON THIS CONTINENT A NEW NATION
CONCEIVED IN LIBERTY AND DEDICA-
TED TO THE PROPOSITION THAT ALL
MEN ARE CREATED EQUAL.

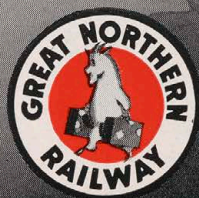
NOW WE ARE ENGAGED IN A GREAT
CIVIL WAR TESTING WHETHER THAT
NATION OR ANY NATION SO CON-
CEIVED AND SO DEDICATED CAN LONG
ENDURE. WE ARE MET ON A GREAT
BATTLEFIELD OF THAT WAR. WE HAVE
COME TO DEDICATE A PORTION OF
THAT FIELD AS A FINAL RESTING
PLACE FOR THOSE WHO HERE GAVE
THEIR LIVES THAT THAT NATION
MIGHT LIVE. IT IS ALTOGETHER FIT-
TING AND PROPER THAT WE SHOULD
DO THIS. BUT IN A LARGER SENSE
WE CAN NOT DEDICATE-WE CAN NOT
CONSECRATE-WE CAN NOT HALLOW-
THIS GROUND. THE BRAVE MEN LIV-
ING AND DEAD WHO STRUGGLED HERE
HAVE CONSECRATED IT FAR ABOVE
OUR POOR POWER TO ADD OR DETRACT.
THE WORLD WILL LITTLE NOTE NOR
LONG REMEMBER WHAT WE SAY HERE
BUT IT CAN NEVER FORGET WHAT THEY
DID HERE. IT IS FOR US THE LIVING
RATHER TO BE DEDICATED HERE TO
THE UNFINISHED WORK WHICH THEY
WHO FOUGHT HERE HAVE THUS FAR
SO NOBLY ADVANCED. IT IS RATHER FOR
US TO BE HERE DEDICATED TO THE
GREAT TASK REMAINING BEFORE US-
THAT FROM THESE HONORED DEAD
WE TAKE INCREASED DEVOTION TO
THAT CAUSE FOR WHICH THEY GAVE THE
LAST FULL MEASURE OF DEVOTION-
THAT WE HERE HIGHLY RESOLVE THAT
THESE DEAD SHALL NOT HAVE DIED IN
VAIN-THAT THIS NATION UNDER GOD
SHALL HAVE A NEW BIRTH OF FREEDOM-
AND THAT GOVERNMENT OF THE PEOPLE
BY THE PEOPLE FOR THE PEOPLE SHALL
NOT PERISH FROM THE EARTH.



The Great Northern

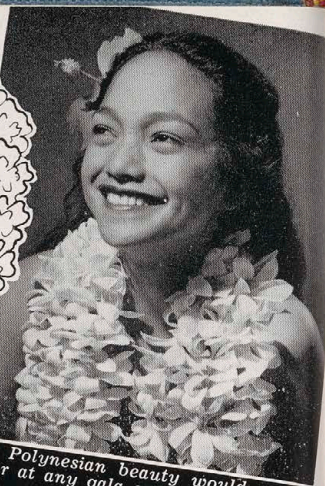
GOAT

MARCH, 1951



The Leis of Hawaii

A SYMBOL OF ALOHA



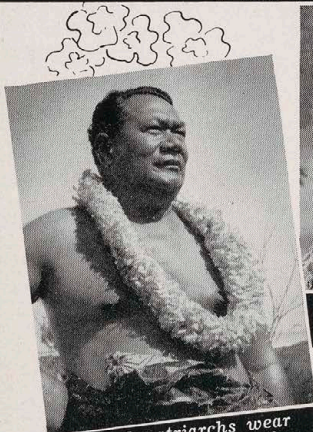
No Polynesian beauty would appear at any gala occasion without a flower lei.



Ships arriving at Honolulu are met by native hula girls who present the traditional island garlands of flowers to visitors.



Hawaiian girls weave the blossoms of island flowers into strands called leis.



Island patriarchs wear leis as a symbol of aloha.

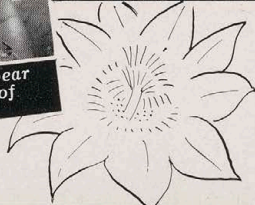


An Aloha girl is this tiny tot from the Valley of Nuuanu.



Even the smallest members of Hawaii's dancing families wear flower leis.

Hawaii Visitors
Bureau photos



Hawaii's Brightest Holiday

From the time the earliest Polynesians traveled by great outrigger canoes from island to island in the Pacific, to modern times when world travelers come to Hawaii by great white luxury ships, the lei has symbolized Hawaii's special brand of aloha.

The lei is perhaps Hawaii's most eloquent testimonial of her wealth of floral beauty. Other lands, dependent on seasonal dictates for blossoms, must use flowers sparingly in corsages or in single boutonnières, while Hawaii with her myriad of flowers twelve months of the year, weaves and strings them in as many as 300 in a single lei.

To most persons a lei is a string of fresh flowers, but technically a lei is any necklace. There are leis made of feathers, shells, seeds, paper, cloth, and in the old days, bone.

Background of the delightful lei custom is not confined to Polynesian history. It also embraces the realm of Hawaiian mythology when "goddesses, decked with garlands of flowers and fragrant greenery of the forest, dwelt among men in our beautiful islands".

Leis are used on such gala occasions as birthdays and other holidays, marriages, welcomes, feasts and hula graduations. Leis are used in greeting or farewell at shipside.

A widely-practiced custom is that of tossing garlands upon the sea as a ship rounds Diamond Head. From this practice the tradition has risen that even as the leis float to shore, so will those who cast them upon the waters return to the Islands of Hawaii.

Another testimonial to the ancient tradition of the lei is Lei Day, one of Hawaii's brightest holidays, celebrated annually on May 1. Almost everyone in the islands wears a lei

and attends pageants which are held at the Honolulu city hall, the University of Hawaii, and at most of the schools throughout the territory.

During frequent pageants in the islands such as Kamehameha Week, Aloha Week, Kuhio Day and other typical Hawaiian occasions, pa-uriders representing the various islands wear the colors and flower leis of their particular islands.

Oahu's flower is the yellow ilima; Maui's, the pink lokelani (Castilian rose); Hawaii's, the feathery red lehua; Molokai's the green kukui (candle nut); Kauai's, the purple mokihana berry; Lanai's, the yellow kaunaoa; Niihau's the white pupu (shell), and Kahoolawe's, the gray hinahina. The red hibiscus is the official flower of the territory.

Flowers most popular for leis are the fragrant white or yellow ginger blossoms, carnations in all colors, "baby" orchids, tuberoses, gardenias and plumerias. Vanda orchid leis with often as many as 300 individual blossoms closely woven and intertwined may be purchased in the islands for less than \$3.00. Leis most frequently seen away from the Hawaiian Islands are imitation orange-colored paper leis, copied from the royal ilima.

Mainland Americans from the East and Middle West who plan to spend vacations in the Hawaiian Islands may travel one way, to or from shipside at San Francisco, via the scenic Northern route of the Great Northern Railway through the evergreen Pacific Northwest, at no more rail fare than if traveling in both directions via direct rail routes. Westbound and Eastbound, Great Northern's two great trains, the streamlined Empire Builder and the Oriental Limited, make excellent connections at Portland, Oregon, with streamliners to and from California.

Three

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

The Great Northern



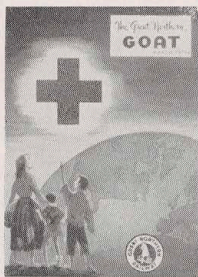
VOL. 21 March, 1951 No. 3

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

IVAN A. COPPE, Editor

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

The Goat's Cover



Mobilize for
Defense—
Mobilize for
Mercy!
Around the
World.

Four

Your Railroads

Locomotives racing across the countryside pulling long strings of freight cars or standing in terminals waiting to unleash their tremendous power to haul a heavy freight train or fast passenger train have excited the interest and imagination of young and old alike since first a locomotive rolled in America.

More significantly, these locomotives and the trains they pull have made possible the development of our nation. Today they are indispensable to the most richly productive economy the world has ever seen.

To meet the rising demands of our national rearmament program and to serve the essential transportation needs of our country, the railroads are enlarging and improving every part of their plant. This program has cost more than a billion dollars each year since the end of World War II.

A vital part of this program has been the installation of more than eleven thousand new units of more efficient motive power. In 1950, more than three thousand new units were added to the locomotive fleet. Continuing their improvement program, the railroads have contracted for more than two thousand more units of motive power, and in the months ahead, still more will be ordered.

This increase in carrying capacity made possible in part by modern and more efficient locomotives is another way in which the railroads are keeping in step with rapidly growing demands.

To carry on locomotive building and the rest of their tremendous expansion and improvement program so necessary to the security of our nation, the railroads must be allowed to obtain the manpower, the steel and the other materials they require.

THE STREAMLINED EMPIRE BUILDER

Queen Elaine of the 1951 Washington Daffodil Festival and her Princesses. Seattle Post Intelligencer photo by Ken Harris. →



Millions of sprightly daffodils bloom in the shadow of Mount Rainier. Lee Merrill photo.

Washington Daffodil Festival

Sprightly yellow daffodils have been growing in the Puyallup Valley of Washington State ever since the industry was established in 1925. A United States Department of Agriculture representative on the lookout for a likely spot to start an American bulb industry chose the valley as having the best soil and climate for this particular type of farming.

Several farmers experimented with the bulbs and found them immediately successful. The industry has grown steadily until at present, the thousand acres devoted to the cultivation of daffodils produce around 8 million bulbs annually. The sale of bulbs each Fall is the primary

source of revenue although the number of flowers shipped directly to all parts of the country during March and April is also of importance.

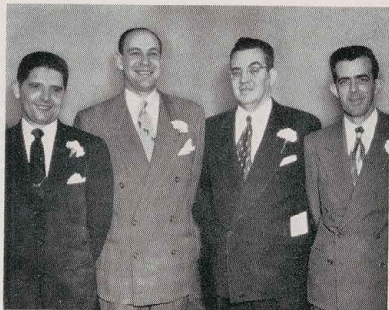
The annual Daffodil Festival is a natural outgrowth of the industry, and this year will be held April 6, 7 and 8, the height of the blooming period.

Nebraska-born, brown-eyed Elaine Chipps, 17-year old senior at Puyallup High School has been chosen queen for the 1951 Festival. She is the daughter of Mr. and Mrs. Eugene R. Chipps, who moved from Ord, Nebraska, to Washington State about 10 years ago.

Five

THE DIESEL-POWERED ORIENTAL LIMITED

Passenger Club Election



Left to right: C. G. Dankmyer, E. W. Hase (retiring President), H. C. Clayton, F. S. Lemley.

The 34th Annual Banquet of the Washington, District of Columbia, Passenger Association was held recently at the Mayflower Hotel, with an attendance of 300 members and guests.

Newly elected officers for 1951 are Howard C. Clayton, Pennsylvania Railroad, President; Fred S. Lemley, Chicago & Northwestern, First Vice President, and C. G. Dankmyer, Union Pacific, Second Vice President.

Scout Railroad Month

Cub Scouts throughout the United States will study railroads and railroading during April, 1951. The project is sponsored by American Boy Scout Headquarters and will be aided by the Association of American Railroads. The AAR will provide teacher's kits, literature and other material to Den Leaders.

It is estimated that the program will reach a minimum of 2,000,000 individuals including 823,000 Cub Scouts, about 100,000 adult Den Leaders and large numbers of interested parents.

Six

The Western Star

A new passenger train WESTERN STAR will go into American railway records about June 1, when Great Northern Railway begins service of a second transcontinental streamliner between Chicago, St. Paul, Minneapolis, Spokane-Portland and Seattle-Tacoma.

WESTERN STAR has been selected as the name of the companion train of an entirely new Empire Builder, now nearing completion. Equipment of the present Empire Builder, in addition to a number of new cars, will make up the WESTERN STAR. Introduction of WESTERN STAR will bring retirement of a long-famous Great Northern train name, Oriental Limited. The railway first used the name, Oriental Limited, for a transcontinental train in 1905. The name was discontinued in 1931, but was revived in 1947 for the companion train of the present Empire Builder. No extra fare will be charged on the streamlined WESTERN STAR.

WESTERN STAR will provide streamliner service to Glacier National Park in Montana, stopping daily at Glacier Park Station, Eastern entrance, and at Belton, Montana, Western rail entrance to the Park, daily June 15 through September 10, during the 1951 season.

Japanese Trade Fair

The first Seattle International Japanese Trade Fair is scheduled to be held June 15-30, 1951, at the University of Washington Pavilion in Seattle.

The exhibition is a step toward strengthening Seattle's position in international trade, and a re-emergence of the City and Port of Seattle as America's number one Gateway to the Orient.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN employees donated 194 pints of blood in the record one-day drawing.



GN personnel wait their turns to donate blood at Havre, Montana.



Photos by Fullmer's Studio.

GN Employees' Blood Donation

A total of 194 pints of blood were donated by Great Northern Railway employees in the railway's diesel shops at Havre, Montana, recently when the Regional Red Cross Blood Center Mobile Unit from Great Falls, called upon employees to volunteer.

The blood drawing which was the first to be taken over by one or-

ganization at Havre, was termed highly successful, and according to Dr. Paul McBride, head of the Great Falls Center, was a record one-day drawing for the entire area.

The major portion of the blood obtained from 211 Great Northern Railway volunteers, was shipped immediately to the Armed Forces for use in Korea.

Omaha-Billings-Shelby Sleeping Car Service

Chicago, Burlington & Quincy-Great Northern, Omaha-Billings-Shelby sleeping car service, has been extended to operate to and from Sweet Grass, Montana, on trains 40-41, Monday to Saturday, inclusive. On Sundays, this car will operate to and from Shelby only. The arrangement will provide improved

Pullman service for travelers to and from Canada through the Sweet Grass-Coutts gateway.

During the Glacier Park season, June 15 through September 10, this sleeping car will operate to and from Glacier Park Station instead of Sweet Grass.

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Royalty Rides GN Red River



Boarding the Red River at St. Paul, Queen Audrey, Mrs. Dotson, Mr. Dotson.

Great Northern's streamlined Red River was the "royal train" for Audrey Marie Sheehan, Queen of the Snows of the 1951 Saint Paul Winter Carnival, on her recent visit to the Jack Frost Carnival in Fargo, North Dakota. Queen Audrey, who keeps busy between royal appearances as display artist at Schuneman's, one of Saint Paul's leading department stores, was chaperoned on the trip from Saint Paul to Fargo and return, by Perry Dotson, Sales Promotion Manager at Schuneman's, and Mrs. Dotson.

Also aboard the Red River on the journey to Fargo's Jack Frost Carnival were the Saint Paul Winter Carnival's Fire King and his Vulcan Crew and officials of the Minneapolis Aquatennial.

Eight

Bowling Congress

The 1951 American Bowling Congress opening in the Saint Paul Auditorium April 7, promises to be one of the most successful in ABC history.

Reduced price advance sale tickets, now available, sell in strips of five for \$2, a saving of \$1 over regular admission prices. Final date of the reduced price sale will be April 2. After that time, regular admission prices will prevail.

The tickets are being handled through business offices, railroad offices, industrial concerns, ticket offices, bowling centers and through offices of Saintpaulites Incorporated, 89 East Fifth Street, Saint Paul, Minnesota.

All told, 5,194 teams from all parts of the United States and Canada are entered in the tournament. In 1941, the ABC held in Saint Paul set the second highest all-time record for spectator attendance.

GN Train Service

The Minnesota State Railroad and Warehouse Commission has granted Great Northern Railway permission to discontinue its passenger trains Nos. 31 and 32 operating between Willmar, Saint Cloud, Milaca, Hinckley, Sandstone and intermediate points, effective March 15, 1951. Regular freight service will be continued on this line.

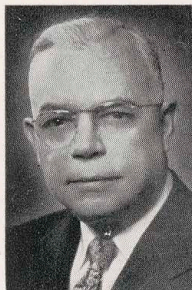
GN Wenatchee-Seattle Sleeping Car Discontinued

Set-out sleeping car between Wenatchee and Seattle, Washington, was discontinued on March 14, 1951. The last sleeping car left Seattle on Great Northern train 28 on March 14, and from Wenatchee, Washington, on train 27 on March 15.



Left to right: F. J. Gavin, E. G. Plowman, James K. Knudson, P. H. Yorke.
Pittsburgh Sun-Telegraph photo.

Pittsburgh Traffic Club Dinner



Mr. Jepson

The fifty-first annual dinner of the Traffic Club of Pittsburgh, Pennsylvania, was attended by nearly 200 Presidents of industry and 50 Presidents of Class I railroads and water lines.

E. G. Plowman, Vice - President Traffic, United States Steel Company, and Director, Military Traffic Service, Department of Defense was Toastmaster. The principal speaker was James K. Knudson, member of the Interstate Commerce Commission, and Administrator, Defense Transport Administration. Edwin C. Jepson, General Traffic Manager, Wheeling Steel Corporation, Wheeling, West Virginia, was

in charge of arrangements for the dinner.

P. H. Yorke, Great Northern's General Agent at Pittsburgh, is the 51st President of the Traffic Club of Pittsburgh, succeeding Warner B. Shepherd, General Traffic Manager, Aluminum Company of America. Under the by-laws of the club, J. W. Hoover, General Traffic Manager, United States Steel Company, will succeed Mr. Yorke as President when his term expires in June, 1951.

Great Northern Railway officials attending the dinner included F. J. Gavin, President; C. E. Finley, Vice President, Traffic; A. N. Crenshaw, Purchasing Agent; G. F. Hardy, General Freight Traffic Manager; P. G. Holmes, Passenger Traffic Manager; W. D. O'Brien, Freight Traffic Manager, Rates & Divisions, all of Saint Paul, Minnesota, and W. B. Hartz, Eastern Traffic Manager, New York City.

Nine

THE DIESEL-POWERED ORIENTAL LIMITED

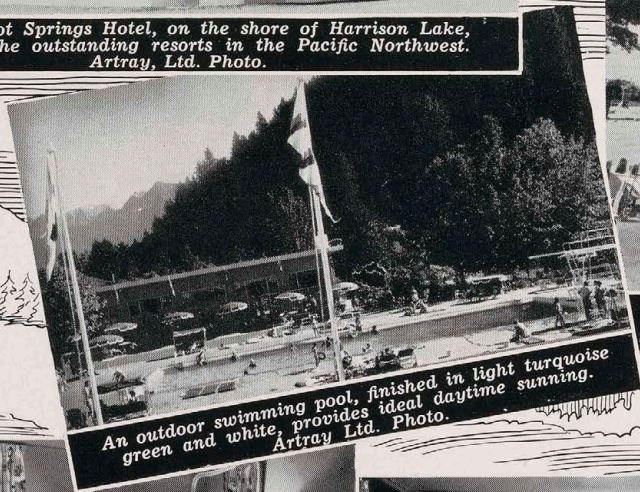


Harrison Hot Springs Hotel, on the shore of Harrison Lake, is one of the outstanding resorts in the Pacific Northwest. Artray, Ltd. Photo.

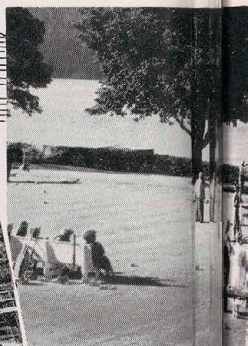
Harrison Western

Harrison Hot Springs Hotel, the best known Spa, has been transformed into a luxurious living and dining area. Two hours from Vancouver, this fabulous resort is guaranteed to give you a great vacation.

(Continued on page 10)



An outdoor swimming pool, finished in light turquoise green and white, provides ideal daytime sunning. Artray Ltd. Photo.



Outdoor recreation facilities include golf, tennis, bowling, and a swimming pool. Artray Ltd. Photo.



Three distinctive motifs are used for hotel bedrooms, French provincial, American modern and Georgian. Artray Ltd. Photo.

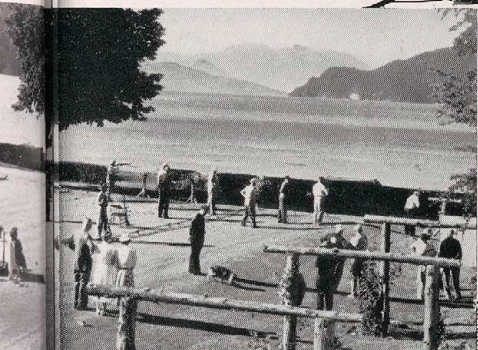


Each floor in the hotel has its special suite of four rooms, with bed-sitting rooms in striking arrangements. Artray Ltd. Photo.

Arison Hot Springs

Western Canada's Best Known Spa

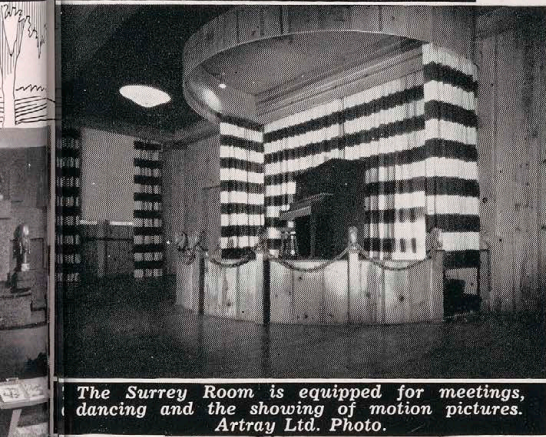
Hot Springs Hotel, for years Western Canada's Spa, has been transformed into the last word in living and is now a veritable Mecca for health seekers from all over Vancouver, British Columbia, the sort is a lovely green coastal mountains and (continued on page 12)



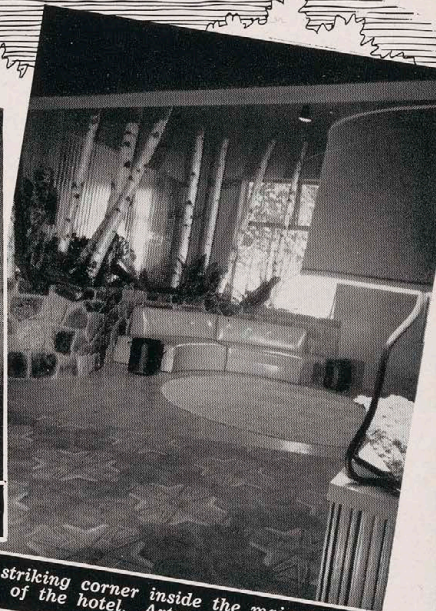
Outdoor facilities include a trap shooting area, golf, tennis, bowling greens and horseback riding. Hal Rhodes Photo.



The main dining room is named for the gardenias scattered at random across walls and ceiling. Artray Ltd. Photo.



The Surrey Room is equipped for meetings, dancing and the showing of motion pictures. Artray Ltd. Photo.



A striking corner inside the main lobby of the hotel. Artray Ltd. Photo.

Aboard the Empire Builder



Violet and Daisy Hilton.

Recent passengers on Great Northern's streamlined Empire Builder and International were Violet and Daisy Hilton, famous "Siamese Twins".

The talented twins have been vaudeville headliners for over 30 years and traveled Great Northern from Chicago to Seattle, Washington, and Vancouver, British Columbia, en route from Lexington, Kentucky, to open vaudeville engagements at theatres in those cities. The twins are booked to begin making a motion picture in Hollywood within the next few months.

The unusual twins are joined together by a fusion of spinal cords. Medical history records many such cases, but survival until adulthood is exceedingly rare.

Twelve

HARRISON HOT SPRINGS

(Continued from page 11)

reflected in 45-mile Harrison Lake. Facilities are in full service the year around.

Fast, convenient rail service is provided 3 times daily each way between Seattle and Vancouver, B. C. by Great Northern's streamlined Internationals.

Completely renovated, remodeled and redecorated from top to bottom, greatly expanded facilities now include an enlarged and modernized therapy section, new lodge with beverage room, new clubhouse with walls of glass, new outdoor swimming pool, lighted tennis courts and bowling greens, boat livery, stables and gardens.

The lobby of the hotel proper is one of the most unusual on the entire continent. An Indian motif has been used to the extent that even the numerals on the big clock are arrowheads.

The main dining room is the Gardenia Room, so named for the gardenias scattered at random across walls and ceiling.

The ballroom or "Surrey Room" is isolated by soundproof walls and ceiling, and is finished in knotty pine with emerald green ceiling.

Three distinct motifs have been used for guest rooms. Club and first floor are French provincial; second floor is American modern, while the third floor is Georgian. Each floor has in addition, a special de luxe 4-room suite with striking individual decor.

The therapy section is in a semi-detached building and boasts the most up-to-date equipment for treatment of rheumatism and arthritis. Completely new are deep Roman baths filled with mineral water from the famous hot springs.

(Continued on page 14)



Economy Begins!

Ted told his friend that he had made up his mind to speak to his wife about using a little more economy in the household. Next day, however, Ted looked pretty glum.

"Was your lecture effective?" his friend asked.

"You bet. It seems I'm going to give up beer and cigars."

* * *

City Conveniences

Farmer Brown retired and moved to the city. On his first morning in the new home, his wife said, "Well, paw, hain't it about time you was gettin' up to build the fire?"

"Nope, not me," he replied. "We might as well git used t'these city conveniences, right from the start; I'll call the fire department."

* * *

John's Other Wife

Clerk: Sorry, madam, but Mr. Gotrocks has just gone to lunch with his wife.

Mrs. Gotrocks: Oh! Well, then tell him his stenographer called.

* * *

Rewire Job . . .

"My wife writes me that she's all unstrung. What shall I do?"

"Send her a wire."

It's The End!

Three polar bears were sitting on an iceberg.

"Now," said the father polar bear, "I've got a tale to tell."

"I, too," said the mother polar bear, "have a tale to tell."

The little polar bear looked up at his parents and said: "My tail's told."

* * *

Reverberation

The deaf old lady went to live near one of the naval ports. Shortly afterwards, a battleship fired a salute of 10 guns. The old lady, who lived alone, got out of her chair, smoothed down her dress, patted her hair, and said sweetly, "Come in."

* * *

Flatbush Accent

Brooklynite: "What did you do in civilian life?"

Buddy: "Worked in Des Moines."

Brooklynite: "Coal or iron?"

* * *

No Evidence

Stranger: "Say, mister, do you have a criminal lawyer in town?"

Native: "We think we have, but we can't prove it."

Thirteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Wisconsin Club Elects



Left to right seated: G. Murphy, E. A. Freund, D. Sullivan. Standing: A. Thorn, L. Morey.

Newly elected President of the Wisconsin Passenger Club is E. A. Freund, City Passenger Agent for the Chicago, Milwaukee, St. Paul and Pacific Railroad in Milwaukee. Other officers named to serve for 1951 are, George Murphy, Nickel Plate, Vice President; Don Sullivan, Milwaukee Road, Secretary-Treasurer; Al Thorn, Frisco RR, Director; Lyman Morey, Schroeder Hotel, Director.

Jasper-Vancouver, B. C. Sleeping Car Service

Six compartment, 3 drawing room summer line sleeping car service will be established between Saint Paul, Minnesota, and Jasper Park and Vancouver, British Columbia, on Great Northern trains Nos. 7 and 8 in connection with Canadian National trains Nos. 3 and 2. First car will leave Saint Paul, June 22, and last car August 31. First car will leave Vancouver, June 25, and last car September 3.

Fourteen

Perfect Shipping Month

Plans for the 1951 Perfect Shipping Month call for an exposition of the "how" of Perfect Shipping. The Freight Claim Division of the Association of American Railroads, and its individual railroad members will cooperate with the National Association of Shippers' Advisory Boards in the April campaign for the reduction of freight loss and damage.

Improved GN Train Service

Effective April 2, 1951, Great Northern trains Nos. 309 and 310, will start and terminate in Minot instead of operating only between Granville and Sherwood, North Dakota. Train No. 309 will make its trip in the forenoon and No. 310 the bulk of its journey in the afternoon, a reversal of schedules heretofore in effect.

Both trains will continue to operate daily except Sunday, handling passengers, mail, baggage, express, less-than-carload and carload freight and providing improved service on this line.

HARRISON HOT SPRINGS

(Continued from page 12)

The swank club is housed in a long low building with two walls of glass from floor to ceiling. A glass dance floor is reflected overhead in frosted glass lighting.

A new lodge at the entrance of the hotel grounds contains beverage room and coffee shop. Decoration here is in a modified tropical theme featuring bamboo furniture.

Harrison Lake and River at the hotel's front door offer fishing and hunting that rate with the best North America can offer, while trips to more remote areas may be conveniently arranged.

THE STREAMLINED EMPIRE BUILDER

Seattle—Portland Pool Line Service

Night pool line trains 401 and 402 between Seattle, Washington, and Portland, Oregon, formerly operated by Great Northern, are now operated by the Northern Pacific Railway, departing from and arriving at King Street Station in Seattle. Trains 401 and 402 leave Portland and Seattle at 11:45 PM daily, arriving at these terminals at 6:45 AM.

Mail and express formerly handled on separate sections of trains 401 and 402 are now handled on Northern Pacific trains designated 405 and 406 which carry mail and express only. Trains 405 and 406 leave Seattle and Portland at 11:00 PM daily, arriving at these terminals at 6:15 AM.

Daytime pool line trains 403 and 404 are now operated by the Union Pacific Railroad, departing from and arriving at Union Station in Seattle.

There is no change in schedules of other trains in pool line service between Portland and Seattle.

SP&S Schedule Changes

The Spokane, Portland & Seattle Railway has shortened the time of its trains 4 and 6 daily between Portland and Spokane which now operate on the following schedule:

	No. 4	No. 6
Lv. Portland ..	9:00 PM	9:00 AM
Lv. Vancouver	9:30 PM	9:26 AM
Lv. Wishram ..	11:50 PM	12:17 PM
Ar. Pasco	2:40 AM	3:45 PM
Ar. Spokane ...	6:50 AM	7:30 PM

SP&S trains 120 and 121 now operate daily except Sunday on the following schedule:

	No. 120	No. 121
11:45 AM Lv. Lyle		Ar. 7:30 PM
12:50 PM Lv. Klickitat		Lv. 6:30 PM
2:45 PM Ar. Goldendale		Lv. 4:30 PM

Retirements and Appointments



Mr. Elsner

Mr. Miller

Retirement of W. H. Elsner, Great Northern's Mechanical Engineer with headquarters in Saint Paul, Minnesota, after 41 years of service, and the appointment of W. C. Miller, Chief Draftsman in the Mechanical Department, Saint Paul, to succeed him, is announced by J. H. Robson, General Superintendent Motive Power.

Mr. Elsner came to Great Northern as a draftsman in 1910, and subsequently held the positions of Chief Draftsman and Assistant Mechanical Engineer. He has been Mechanical Engineer for twenty years.

Mr. Miller, who entered the railway's service in 1918 as a draftsman, has served as Chief Draftsman for the past ten years.

Raymond T. Meyer, with Great Northern since 1923, has been appointed Chief Draftsman.

Also announced is the retirement of E. E. Lindberg, Diesel Supervisor, with 40 years of service.

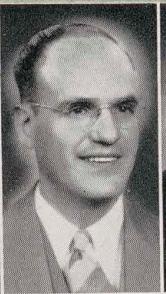
Newton B. Drury, director of the National Park Service since 1940, will retire April 1. Arthur E. Demaray, associate director, will succeed him.



Mr. Herbert



Mr. Meyers



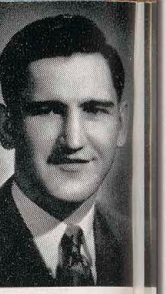
Mr. DuBois



Mr. Strecker



Mr. Greenman



Mr. Schultz

GN Passenger Department Appointments

Frank P. Herbert, dean of Tacoma, Washington, rail passenger men, completed nearly 41 years' of continuous service with Great Northern upon his retirement March 1.

Mr. Herbert joined Great Northern in 1909 as City Passenger Agent at Tacoma. He has been the railway's General Agent Passenger Department at Tacoma since 1948.

Paul Meyers, Traveling Passenger Agent, Spokane, Washington, since 1947, has been appointed to succeed Mr. Herbert. Mr. Meyers, a former resident of Tacoma, began employment with Great Northern at Vancouver, B. C., in 1917. Working in various capacities in Vancouver, Klamath Falls, Seattle, Spokane and Wenatchee, he became City Ticket Agent at Tacoma in 1940. He was Passenger Representative at the time he was transferred to Spokane as Traveling Passenger Agent in 1947.

Succeeding Mr. Meyers at Spokane, is R. L. DuBois, City Passenger Agent at Tacoma since 1949, who began service with Great Northern as a stenographer-clerk, Spokane, in 1937. He became City Passenger Agent at Wenatchee in 1940 and was transferred to Tacoma as City Ticket Agent in 1941. He left the railway in 1945 and returned in 1946 as City Ticket Agent, Tacoma. He was named Passenger Representative at Tacoma in 1947 and in

1949 became City Passenger Agent in that city which position he held until his recent appointment.

Frank L. Strecker, whose service with Great Northern started in 1948 as a Passenger Representative on the Empire Builder, became City Ticket Agent at Tacoma in 1950, which position he occupied until his recent appointment as City Passenger Agent, Tacoma.

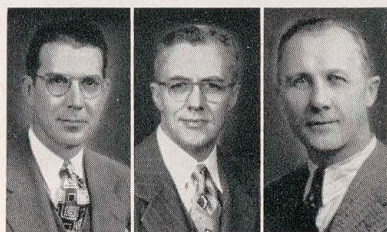
Robert W. Greenman, who joined Great Northern in 1938 and held various positions in the Passenger Department in Saint Paul and Minneapolis, Minnesota, until his transfer to San Francisco as City Passenger Agent in 1949, has been appointed Traveling Passenger Agent with headquarters in Portland, Oregon. Mr. Greenman succeeds Clarence L. Bischoff, who died January 27.

Daniel B. Schultz, Cashier in Great Northern's Passenger Department in San Francisco since 1948, succeeds Mr. Greenman as City Passenger Agent in that city. Mr. Schultz, who began service with the railway in 1941 as a clerk in the Accounting Department in the General Offices in Saint Paul, became a Passenger Representative on the Empire Builder in 1947. He was transferred to San Francisco as Passenger Representative the latter part of 1947 and became Cashier in 1948.

Sixteen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Appointments



Class

Gibson

Worwa

Appointment of R. J. Class as Great Northern Railway's Traveling Passenger Agent with headquarters in Saint Paul, is announced by P. G. Holmes, Passenger Traffic Manager.

Class, former City Passenger Agent at Saint Paul, will be succeeded by H. L. Gibson, who has been City Ticket Agent at Minneapolis.

S. P. Worwa, Traveling Passenger Agent, Saint Paul, will succeed Gibson as City Ticket Agent, in the railway's Minneapolis Ticket Office.

GN Great Falls Sleeping Car

A completely new Pullman sleeping car is now in daily service between Saint Paul, Minneapolis and Great Falls, Montana, replacing a 12-section 1-drawing room car previously operated in this service.

The new sleeping car contains 16-duplex roomettes, each for single occupancy, and four double bedrooms, each accommodating two persons.

Sleeping car service between Saint Paul, Minneapolis and Great Falls is provided on Great Northern trains 3 and 4, the Oriental Limited, to and from Havre, Montana, where connections are made with train 235 Westbound and train 236 Eastbound. The three new sleeping cars assigned to this service were built by Pullman-Standard Car Manufacturing Company.

Passenger Club Elections



Schnell

Neubauer

Dunn

Officers named to head the General Eastern Passenger Agents Association of New York City for the year 1951 are: F. M. Schnell, GAPD, GN, President; George Palma, GEPA, StLSF, Vice President; A. E. Spette, AGPA, NYNH&H, Treasurer; M. R. Kielgas, GEPA, C&NW, Secretary; W. F. Vitt, GAPD, NP, Assistant Secretary.

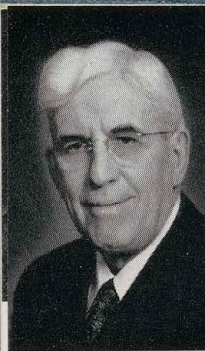
W. R. Rhodes, GEPA, C&O, originally elected President for 1951, resigned because of promotion and transfer to Richmond, Virginia.

John A. Neubauer, CPA, UP, was chosen President of the New York City Association of Passenger and Ticket Agents at its recent annual meeting. First Vice President is Warren MacGeorge, CPA, C&O; Second Vice President, Russell B. Hunt, TA, Erie; Secretary, Daniel W. McCloskey, P&TA, CMS&P&P; Treasurer, E. S. Morgan, PR, C&NW.

The Philadelphia Passenger Association has elected Ralph E. Dunn, PRR, as President for 1951. Elected First and Second Vice Presidents, respectively, were R. L. Roberts, MP, and J. A. Barrett, Wabash. Warren Taylor, ACL, was named Secretary; T. F. Stefanski, PRR, Treasurer, and J. C. Dolan, NP, Historian. Past Presidents elected to the Board of Governors were A. E. Rohmer, GN; E. B. Saltmer, B&O, and L. J. McKernan, UP.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



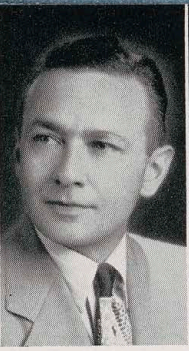
Mr. O'Hara



Mr. Heimes



Mr. Strom



Mr. Wellein



Mr. Anderson

GN Freight Traffic Appointments

Retirement of C. F. O'Hara, Great Northern's Assistant General Freight and Passenger Agent with headquarters, Great Falls, Montana, and the appointment of J. J. Heimes, General Agent, Butte, Montana, as his successor, is announced by G. F. Hardy, the railway's General Freight Traffic Manager, Saint Paul, Minnesota.

Succeeding Mr. Heimes as General Agent, Butte, is A. L. Strom, who began service with Great Northern as a stenographer in the General Agent's office, Butte, in 1933. He has been the railway's Assistant Industrial Agent with headquarters in Seattle since 1948.

Mr. Strom's successor as Assistant Industrial Agent, Seattle, is Robert J. Wellein, who has been Traveling Freight Agent, Klamath Falls, Oregon. He began employment with Great Northern as an office boy in the railway's headquarters in Seattle. He was City Freight Agent, Seattle, before his transfer to Klamath Falls.

Charles L. Anderson, City Freight Agent, San Francisco, California, succeeds Mr. Wellein as Traveling Freight Agent, Klamath Falls. Mr. Anderson began employment with Great Northern in 1935 as a clerk

in the Freight Traffic Department, Seattle, and was transferred to the San Francisco freight traffic office in 1944. He became City Freight Agent, San Francisco, in 1946.

Mr. O'Hara has been the railway's Assistant General Freight and Passenger Agent with jurisdiction over the State of Montana since 1930. His first position with Great Northern was as an operator, Elk Park, Montana. He served in a similar capacity at various stations in Minnesota prior to leaving Great Northern service in 1907. Upon rejoining the railway in 1923, he served successively as Traveling Freight Agent, Portland, Oregon, and Spokane, Washington, and as General Agent, Great Falls, Montana, before his appointment to the position he occupied at the time of his retirement.

Mr. Heimes began employment with Great Northern in 1920, serving in various positions with the railway in Montana prior to becoming Chief Clerk in the General Agent's office, Billings, Montana, in 1927. He was named Contracting Freight Agent, Butte, Montana, in 1931, and in 1936 was appointed General Agent in that city.

Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1951, are: August W. Bergstrom, Car Repairer, St. Cloud, Minn.; George B. Colbert, Conductor, Willmar, Minn.; William S. Dunn, Yardmaster, Superior, Wis.; Fred F. Escher, Engineer, St. Paul, Minn.; Albert C. Huycke, Engineer, Seattle, Wash.; Arthur E. Honeyman, Engineer, New Rockford, N. D.; Edward J. Leo, Conductor, Grand Forks, N. D.; Carl Langton, Conductor, St. Cloud, Minn.; Winifred H. Lord, Conductor, Breckenridge, Minn.; Albert Maass, Section Foreman, Yale, S. D.; James D. McCarl, Machinist, Willmar, Minn.; John W. Needham, Conductor, St. Paul, Minn.

Members reported pensioned during February, 1951, are: Andrew J. Carrier, Engineer, Havre, Mont.; Marion Dawson, Custodian, Thompson, N. D.; William H. Elsner, Mechanical Engineer, St. Paul, Minn.; Frank A. Fitzpatrick, B & B Foreman, Sioux City, Iowa; Theodore J. W. Hooker, Fireman, Minot, N. D.; William J. Holmberg, Engineer, Sioux City, Iowa; Eugene E. Johnson, Conductor, Superior, Wis.; Earnest A. Klimpel, Machinist, Minot, N. D.; Charles L. O'Donnell, Roundhouse Foreman, Havre, Mont.; Charles Olson, Night Roundhouse

Foreman, Butte, Mont.; Joseph F. Stafford, Engineer, Bend, Ore.; Andrew C. Tollefson, Locomotive Engineer, Superior, Wis.; Louis G. Texlee, B & B Foreman, Minot, N. D.; Magdalen M. Wiesen, Clerk, St. Paul, Minn.

* * *

Clarence L. Bischoff, Great Northern's Traveling Passenger Agent at Portland, Oregon, died on January 27, 1951. He began service with Great Northern in 1912.

* * *

World Trade Week, sponsored annually by the Chamber of Commerce of the United States, will be observed May 20 thru 26, 1951.

* * *

The 6th annual National Sunday School Week for children of all faiths will be observed April 9 through 15.

* * *

Portland, Oregon, City of Roses, recently celebrated the 100th anniversary of its incorporation.

* * *

National Rice Week will be observed April 22-28, 1951.

Nineteen

VANCOUVER
AND VICTORIA

GLACIER
NATIONAL PARK

SEATTLE
AND
TACOMA

SPOKANE

TO AND FROM MINNEAPOLIS • ST. PAUL • CHICAGO

PORTLAND

SAN FRANCISCO
BAY AREA

SOUTHERN
CALIFORNIA

SAN
DIEGO

Streamliners All The Way!

a Great Way to go to California

VIA PACIFIC NORTHWEST

• Go Great Northern to the Pacific Northwest and sunny California—go on Great Northern's great transcontinental streamliner, the Empire Builder. From Chicago and Eastern Cities round trip rail fare to California is little or no more when travel is in one or both directions via Great Northern.

Go on Great Northern's

EMPIRE BUILDER

Every Day—Each Way Between Chicago and Seattle-Portland via St. Paul, Minneapolis and Spokane. Connections in Portland with streamliners to California.

Streamlined luxury providing six fine Pullman accommodations, day-night coaches, coffee shop, dining car, observation-lounge. No extra fare.

You go great when you go



UL - CHICAGO
go
ic
on
al
m
ill
en
la
go
e-
rt-
il-
es,
ge.
go
U.S.A.
The Great Northern

GOAT

APRIL 1951



Lake Chelan

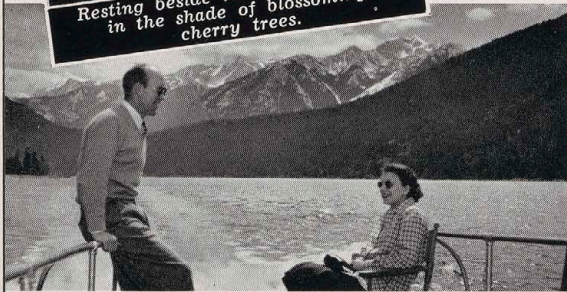
Gem of the Eastern
Cascade Mountains



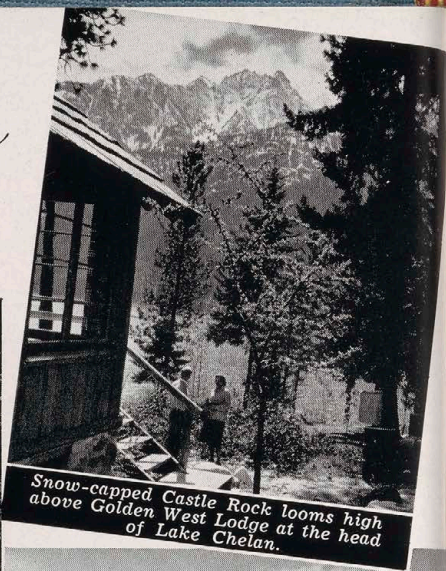
The launch "Speedway" maintains daily schedules up the 55-mile lake from the town of Chelan.



Resting beside the mountain lake in the shade of blossoming cherry trees.



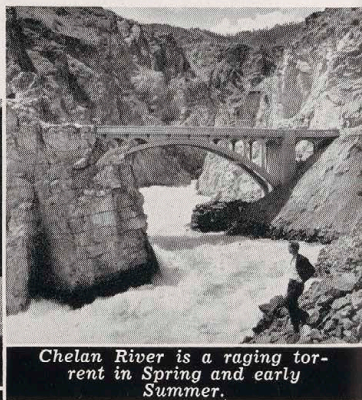
Daily boating excursions are scheduled during the summer vacation season on Lake Chelan.



Snow-capped Castle Rock looms high above Golden West Lodge at the head of Lake Chelan.



The "Speedway", coming in to dock at Stehekin, located at the far upper end of Lake Chelan.



Chelan River is a raging torrent in Spring and early Summer.

Photos by Bob & Ira Spring

Fifty-Five Miles of Primitive Scenic Beauty

The great water-filled glacial basin in North Central Washington that is Lake Chelan extends from the town of Chelan 55-miles to Stehekin at the North. Here is one of America's last truly primitive areas, a region unexcelled for sheer natural beauty and often called "The Switzerland of America".

Chelan is almost completely ringed by mountains. Some rise up gently from the shore, while others leap up abruptly from the clear blue waters. From the head of the lake, the Stehekin River Canyon slopes to the North, piercing the high Cascades.

The entire area is a Mecca for pleasure-seeking vacationers the year around. Trout fishing in Lake Chelan and its feeders streams ranks with the best, while deer, bear and smaller game are plentiful in season and may be found short distances from up-lake resorts.

There are some 15 resorts around the lake, most of them accessible only by regularly scheduled daily launch service from the city of Chelan. Accommodations are varied and range from luxury lodges to cabin camps and rustic inns. Most are open all year, featuring boating, fishing, swimming, hiking and riding in Summer, and during the Winter, hunting in season, indoor games and outdoor snow sports.

An outstanding attraction of unusual interest, especially during Spring and early Summer, is Chelan Gorge, one of the most spectacular waterways in the world. The Gorge is part of the three-mile long Chelan River which drains the lake water into the mighty Columbia River. In three short miles the water drops

four hundred feet. Three-fourths of that drop occurs in the last half mile of the granite-walled canyon, a narrow, torturous trough that offers every obstacle to the mad current rushing down from the glaciers of the Cascades to the Pacific Ocean.

When the high mountain snows are melting in June, the torrent in the Chelan River Gorge is a rare sight as one hundred thousand gallons of water per second plunge against the walls and jutting shoulders of the geologically new water course.

Spray rises high in the gorge to make thousands of rainbows. The deafening roar of the torrential flow drowns voices and the foaming water leaves no doubt that the Chelan River is indeed a river of no return. Chelan Gorge is even a barrier to migrating salmon, and the lake while a fishermen's paradise, has never been the home of Chinook or Sockeye salmon.

When the early summer flood subsides, the scene is somewhat less awesome yet even more beautiful as the short pools in the cascade take on a pale blue color that changes in tone with the passing of the sun and fleecy clouds. Weather is usually ideal for seeing Chelan Gorge during June and July when the snow-melt in the Cascade Mountains occurs in warm weather at a time when the sky at Chelan is clear.

Great Northern's daily streamliners stop daily at Wenatchee, Washington, less than 40 miles from the city of Chelan. The railway maintains daily except Sunday passenger train service between Wenatchee and Chelan Station.

Three

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

The Great Northern



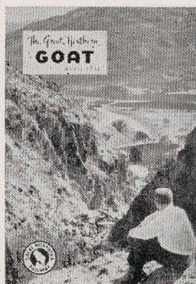
VOL. 21 April, 1951 No. 4

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

IVAN A. COPPE, Editor

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

The Goat's Cover



Spectacular
Chelan Gorge
carries water
from Lake
Chelan to the
Columbia
River.

Four

Your Railroads

Did you ever see a defense plant on wheels? That is exactly what you see when you watch a freight train go by, for railroad transportation is a vital part of all defense industry.

Freight cars are just as essential as the raw materials they gather from the far corners of the country and carry to our defense plants. Locomotives are necessary to move tanks and planes from factory to depot, training camp and embarkation point.

If our rearmament program is to expand at the rate needed for national security, railroad carrying capacity must increase right along with it. America cannot produce or use more of anything that cannot be hauled.

Since the end of World War II, the railroads have spent a billion dollars a year on their own preparedness program. They have purchased hundreds of thousands of new freight cars and locomotives. Tracks, terminals, signals and shops have been modernized and expanded. The railroads have increased their efficiency and built up their strength all along the line, and are continuing to do so. For example, the railroads now have on order more than 154,000 new freight cars, enough to keep the carbuilders at full capacity for the next fifteen months.

The railroads are truly defense plants on wheels. It is vital that they have access to the materials they need and a chance to earn adequate revenues for their services. The railroads' vast improvement and expansion program is an essential part of America's rearmament effort. There is no other way in which the nation's transportation capacity can be expanded so quickly and with such economy of manpower and materials as by adding to the locomotives and freight car fleet.

THE STREAMLINED EMPIRE BUILDER



Washington State Apple Blossom Queen Lily Jo Hammans (center) with Princesses Barbara Bell (left) and Odetta Hamilton. Al Winters photo.

Blossoming apple trees against the backdrop of the snow-capped Cascades herald the coming of Spring to the Wenatchee Valley.

Washington State Apple Blossom Festival

The blooming of apple blossoms in May ushers in another Washington State Apple Blossom Festival at Wenatchee.

This year, as in past years, the most gracious of Wenatchee's high school beauty will reign over the 3-day festival to be held May 3 through 5. Dark-eyed Lily Jo Hammans will rule as queen with her court of 50 princesses representing communities from the Pacific Northwest and British Columbia. In the queen's immediate court are two other 17-year old high school girls, Barbara Bell and Odetta Hamilton.

More than one hundred thousand

spectators annually line the streets of Wenatchee to see the Grand Parade, a two-hour spectacle with blossom-covered floats, marching bands, drum and bugle corps, drill teams, mounted posse riders, clowns and acrobats.

The festival also marks the opening of the Spring vacation season. Wenatchee, centrally located in the State of Washington, lies at the doorstep of the virgin Cascade wonderland with its lakes and streams and unsurpassed mountain scenery.

Northward from Wenatchee lies the Methow Valley, famed for dude

(Continued on page 10)

Five

THE DIESEL-POWERED ORIENTAL LIMITED

A DEPENDABLE DEPUTY



Railroad Hour

Railroad Hour programs scheduled for the month of April include "The Great Waltz", with Dorothy Kirsten on April 9; "One Touch of Venus", with Ginny Simms, April 16; "Madame Butterfly", with Nadine Conner, April 23; and "Music in the Air", with Jo Stafford, April 30.

Permanent male singing lead is handled by baritone Gordon MacRae, who also acts as master of ceremonies. Carmen Dragon's orchestra and a mixed chorus directed by Norman Luboff support the stars in the weekly presentation of popular light operas and musical comedies. The Railroad Hour is sponsored by the Association of American Railroads and is heard every Monday evening over NBC.

Six

Winnipeg Sleeping Car

Pullman sleeping cars on Great Northern's Winnipeg Limited, trains 7 and 8, between St. Paul-Minneapolis and Winnipeg, now contain upper and lower berths and double bedrooms. Two of these sleeping cars each contain 6-sections and 6 double bedrooms. The third sleeping car contains 8-sections, restaurant and lounge facilities. Double bedrooms are connecting and are available ensuite at the drawing room rate.

Minneapolis Aquatennial

Theme of the 1951 Minneapolis Aquatennial to be held July 20 through 29, will be "America the Beautiful". Special emphasis will be given to the statewide Queen of the Lakes competition, patriotic parades, the search for outstanding musical talent, and a physical fitness sports program for all age groups.

The civic summer festival will be keyed to close cooperation with defense programs as was the case during the war years of 1942-43-44. Committees will work with the Minnesota resort industry in accentuating the need for vacations in times of stress.

Passenger Club Election

C. H. Pergrem, CTA, C&O, was recently chosen President of the Railroad Passenger Club of Louisville, Kentucky, for the year 1951. Other newly elected officers are J. M. Birchler, CC, L&N, Vice President and Barbara Kirk, Ptr. Opr., PRR.

Directors named are Ed Willis, ACTA, B&O; C. E. Huhn, TA, L&N; E. H. Hokenson, GAPD, Monon; J. H. Oehler, TA, IC; D. C. Lanier, CPA, L&N.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Engineer John Finn and Ted McCaffray sample one of Sandra's prize cherry pies.

Aboard the Empire Builder

Sandra Hall of Edmonds, Washington, newly-crowned Cherry Pie Queen of the State of Washington, was a recent passenger on Great Northern's streamlined Empire Builder from Seattle to Chicago. The 15-year old State Champion traveled East to represent Washington in the 19th annual National Cherry Pie Baking Contest, sponsored by the National Red Cherry Institute.

The Washington competition is conducted by the Washington State Fruit Commission and is an annual event, assuming more importance every year. This year, more than a

thousand girls between the ages of fifteen and twenty, from all over the state participated in a series of "bake-offs". Sixteen outstanding pie bakers "baked" their way to the State Finals held at the University of Washington in Seattle.

Before boarding the Empire Builder, Miss Hall inspected the diesel locomotive cab in company with Ted McCaffray of the National Fruit Canning Company and President of the Northwest Cannery Association. She presented John Finn, veteran Great Northern engineer, with a prize pie baked by herself.

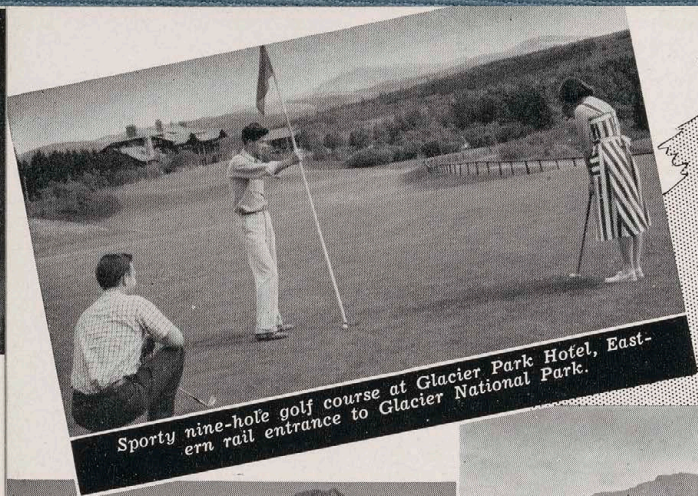
Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Glacier

Im /
Opens June

All-4-
open
specta-
lar
national park
at the same
lat summer
each day
in 1950.
Also for
(C)



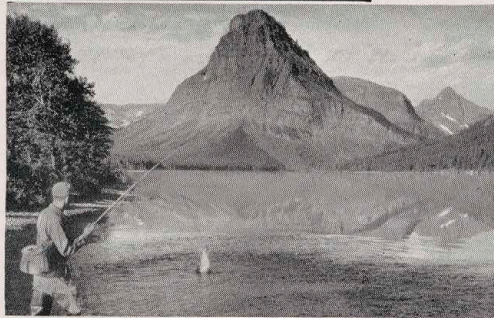
Sporty nine-hole golf course at Glacier Park Hotel, Eastern rail entrance to Glacier National Park.



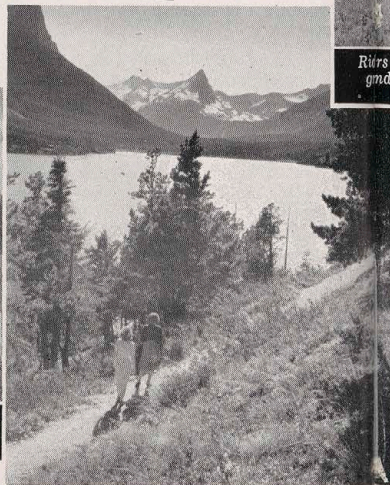
Sightseeing busses atop the Continental Divide at Logan Pass on Going-to-the-Sun Highway.



Glacier Park ranger-naturalists conduct regularly scheduled guided hikes.



Glacier Park's countless streams and lakes teem with fighting mountain trout.



Glacier Park is a hiker's paradise with over a thousand miles of well-kept trails.

Photos by Walt Dyke

Glacier National Park

in Montana

June 15 for 1951 Vacation Season

Low-expense tours covering the most spectacular highlights of Glacier National Park in Montana will be operated at the same rates as those prevailing this summer. Hotel, chalet and motor rates in the park will be the same as in 1950.

Also, for the first time in Glacier's

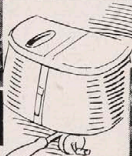
(Continued on page 10)



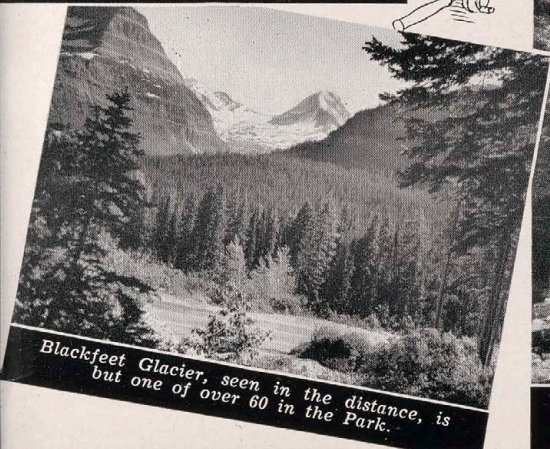
Restful launch trips are scheduled on several of Glacier's clear mountain lakes.



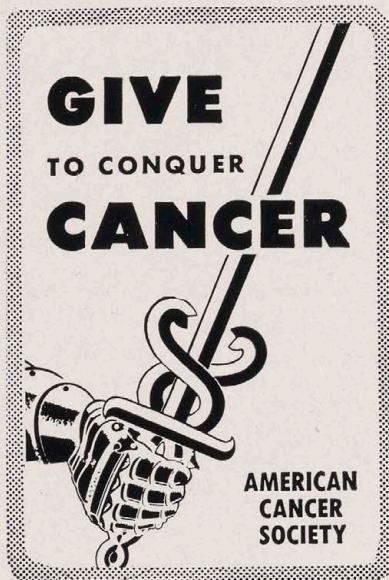
On the trail pause to view the scenic view of Glacier's mountain wonderland.



Cameron Falls near famed Prince of Wales Hotel in Canada's Waterton Lakes National Park.



Blackfoot Glacier, seen in the distance, is but one of over 60 in the Park.



APPLE BLOSSOM FESTIVAL

(Continued from page 5)

ranches; Lake Chelan that reaches 55-miles into the Cascades; and the Okanogan country, important for fruit growing, mining, lumbering and cattle raising. Due East is the Wenatchee River Valley, main thoroughfare from Wenatchee to the Lake Wenatchee recreation area.

The Apple Blossom Festival is a historic salute to Washington's one hundred million dollar apple industry and is fittingly staged at Wenatchee because more apples are shipped from Great Northern's Appleyard Station there than from any other city in the world. Thus, Wenatchee, "Apple Capital of the World", gains its name and right to the Washington State Apple Blossom Festival, which ranks among the top ten blossom pageants of the nation.

Ten

GLACIER NATIONAL PARK

(Continued from page 9)

history, luxurious streamliner service direct to the park entrances is announced by Great Northern. The Western Star, which goes into trans-continental service between Chicago, Seattle and Portland in early June, will stop daily at both Eastern and Western gateways to Glacier.

No extra fare for streamliners is a feature of Great Northern's trans-continental service. The Western Star, companion train to the mid-century Empire Builder, now nearing completion, will be made up of present Empire Builder equipment with the addition of a number of new cars.

The motor coach tours, varying in length from one-and-a-half to five-and-a-half days in the park, will connect daily with the Western Star during the summer vacation season from June 15 through September 10. Hotel rooms and meals, sightseeing excursions and transportation tax are included in the tour rate which is \$24.01 for the short trip and ranges from \$37.22 to \$77.27 for the longer tours.

Each tour includes the 50-mile drive across the Continental Divide over Going-to-the-Sun highway. A launch trip on Two Medicine Lake and the visit to Trick Falls from Glacier Park hotel, with a stopover at Lake McDonald hotel on the largest of the park's 200 lakes, add more mountain wonders to the short tour. The longer tours provide additional time for sightseeing and entertainment in the magnificent area surrounding Many Glacier hotel in the Swiftcurrent Valley.

A trip across the border to Canada's Waterton Lakes National Park is included on the three-and-a-half and five-and-a-half day tours. Here tour passengers stay at the

(Continued on page 12)



Preparedness

Fortune Teller: "You want to know about your future husband, beautiful lady?"

Beautiful Lady: "No, I want to know something about the past of my present husband for future use."

* * *

Family Fuss

A sedate banker was sitting in his office one morning when his ten-year-old hopeful drifted in, bearing with him an expression of unutterable gloom.

"Anything gone wrong, my boy?" interrogated the financier. "Why at your age you ought to be cheerful all the time."

"I know it, Frank; I know it," responded the youngster. "I'm doin' the best I can; but, honest, I had a terrible time up at the house with your wife this morning."

* * *

Fouled

There was no clergyman present at the banquet so the toastmaster singled out a pious-looking old gentleman in a black coat and tie and asked him to pronounce a blessing.

The old boy put his hand to his ear and replied, "I see you are addressing me, sir, but I'm so goldinged deaf that if hell froze over I couldn't hear the ice cracking."

April Showers

An inebriated gent staggered home and made his way subconsciously through the house, winding up in the shower of his bathroom. As he groped about, he turned on the water, deluging himself plenty and making a racket which brought the Little Woman to the scene.

Taking in the details, she called him all kinds of so-and-so, winding up with a none too flattering estimate of his past, present and future.

"That's right, honey," admitted the shuddering sot. "I'm everything you said—and worse. But let me in, won't you? It's raining something awful out here."

* * *

Identification

Police Sergeant: "So you say you're a newspaper reporter, eh?"

Prisoner: "Yes, sir."

Copper: "That ain't so. Sarg! I searched his pockets and found money in them!"

* * *

No Evidence, Please!

The woman tourist posed for a snapshot in front of the fallen pillars of an ancient temple in Greece. "Don't get the car in the picture," she warned, "or my husband will think I ran into the place."

Eleven

Famous Blackfeet Indian Interpreter Dies



Chief Bull
Great Falls Tribune photo

Richard Sanderville, known as "Chief Bull", one of the Blackfeet Indian nation's outstanding personalities died recently at the age of 87. Famous as a Blackfeet interpreter, he had lived on the Blackfeet reservation, adjoining Glacier National Park in Montana, since its beginning. His Indian service work, extending over a period of 37 years, began as a farmer with headquarters at the old agency when it was surrounded and protected by the old stockade to ward off attacks by unfriendly tribes.

Chief Bull was the official interpreter for the Blackfeet Indian agency at Browning, Montana, in all

associations with the Blackfeet. He wrote the entire genealogy of the families of the Blackfeet tribe, from the time he knew them and as far back as he could learn from the members of living families. This work is now a part of the records of the tribal council. He assisted General Hugh L. Scott, who was considered an authority on the sign language as used by the Indian tribes of the plains. It was Chief Bull's plan that brought about the sign language conference which was directed by General Scott and resulted in the building of the Plains Indian Museum at Browning.

He served on the official staff of the Culver Military Academy, Culver, Indiana, through the 1943 season as assistant director of the summer woodcraft school.

GLACIER NATIONAL PARK

(Continued from page 10)

distinguished Prince of Wales hotel, overlooking the seven-mile lake which reflects some of the highest peaks of Glacier and Waterton in its blue depths. Like the Glacier Park hotels, the Prince of Wales will not raise rates this summer, either for tours or independent travelers.

Vacationists who plan to visit Jasper or Banff may continue their trip in Canada by motor coach from Waterton. Other tour members rejoin the Western Star at either entrance of Glacier for the Eastbound journey or Westbound for the Pacific Northwest and California. There is no extra fare for the Glacier Park stopover.

Although Glacier is officially open to the public on May 15, the hotels, chalets, sightseeing services and other summer vacation facilities will not be in operation until June 15.

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

“Our Northwest Heritage” was the theme of the 1950 Spokane Lilac Festival and Grand Parade.



◀ A sterling silver platter is awarded the sweepstake winner in the Lilac Parade. Bob Peters (right) heads the 1951 festival; Harvey Guertin (left) was president in 1950.

Spokane Lilac Festival

Spokane's salute to Spring is the annual Lilac Festival, held during the week when the official flower of the "City by the Falls" blooms brighter and headier than at any other time. Because of its climate and slightly acid soil conditions, Spokane grows top quality blooms in profusion and in a dozen distinct shades from white to blue and almost red-purple.

The return of the lilac is the signal for festival week which this year takes on a patriotic note and a bit of the military as the great air bases around the city expand their activities.

The 1951 Festival will open May

14, with a gala coronation ball at which the Lilac Queen will be crowned by the Governor of the State of Washington. This glamorous note touches off a week of grand entertainment ending in the traditional Lilac-Time pageant on May 10, to be performed for the first time under the stars in Spokane's new Memorial Stadium.

Bandsmen from five states and Canada will appear as 50 talented musical organizations march in a giant parade, top feature of its kind in the Pacific Northwest. Floats sailing grandly down broad Riverside Avenue will be decorated with lilacs,

(Continued on page 14)

Thirteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1951, are: Allen C. Dow, Motorman, Spokane, Wash.; Edward C. Huffman, Master Mechanic, St. Paul, Minn.; William J. Houlihan, Yard Master, Butte, Mont.; Olav Kleiv, Engineer, Butte, Mont.; Henry J. Lanoux, Assistant Freight Claim Agent, St. Paul, Minn.; Robert D. McCabe, Agent & Operator, Bena, Minn.; George W. Ouellette, Locomotive Engineer, Superior, Wis.; Christian F. Peterson, Special Agent, Superior, Wis.; Gordon A. Robertson, Clerk, St. Paul, Minn.; Karl Thum, Leverman, Minot, N. D.

Members reported pensioned during March, 1951, are: George E. Chase, Locomotive Engineer, Superior, Wis.; Arthur J. Daum, Sheet-metal Worker, Havre, Mont.; Edwin L. Hedberg, Switch Foreman, Superior, Wis.; Charles Johnson, Caller, St. Paul, Minn.; Louis A. Kramlinger, Pipe Fitter, St. Paul, Minn.; Edward B. Nelson, Gang Foreman, Hillyard, Wash.; Cormac F. O'Hara, Assistant General Freight and Passenger Agent, Great Falls, Mont.; Andrew L. Patchell, Locomotive Engineer, Minneapolis Junction, Minn.; James R. Robinson, Conductor, Benson, Minn.

Fourteen

The Cleveland, Ohio, chapter of the Railway Business Women's Association observed its 25th Anniversary, April 7, 1951.

* * *

The Greater Seattle Spring Flower Show will be held May 2 to 6 in the Edmundson Pavilion at the University of Washington.

* * *

LILAC FESTIVAL

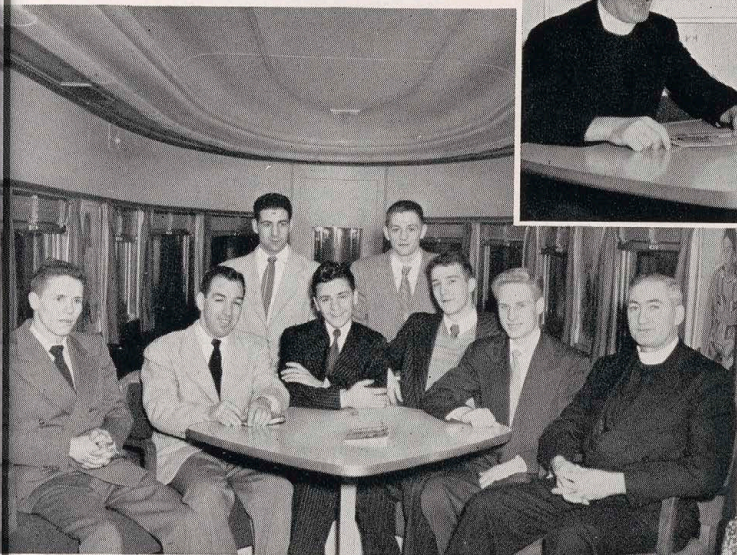
(Continued from page 13)

other spring blossoms and lovely young ladies.

Small fry will get their chance to perform as a special Kids' Parade passes in review prior to the big Festival Parade.

Grown up from modest beginnings as a Spring Flower Show, the Spokane Lilac Festival now presents a breathtaking display of Spring blooms for several days during the week. This with street dancing, attractive downtown window displays, the sidewalk art fair and various other events, gives Spokane a lilt during the May week that brings back the spirit of Spring to the "City by the Falls".

Gonzaga Athletic Moderator, the Rev. F. P. Harrington and Boxing Coach J. M. "Joey" August. ➤



Gonzaga "Mittmen" and athletic officials in the observation-lounge of the Empire Builder left to right, seated: Gordon Simanton; J. M. "Joey" August, coach; Tony Vetre; Dave Smith; Arlen Gallaher; Rev. F. P. Harrington. Standing: Co-captains Eli Thomas and Jim Reilly.

Aboard the Empire Builder

The Gonzaga University Boxing Team of Spokane, Washington, consisting of nine students, accompanied by Coach J. M. "Joey" August, Intercollegiate Boxing Coach, and the Reverend F. P. Harrington, S. J., University Athletic Moderator, recently traveled on Great Northern's streamlined Empire Builder en route to and from Madison, Wisconsin, and East Lansing, Michigan. The Gonzaga "Bulldogs" as the school's mittmen are known, participated in boxing tournaments with similar teams representing the University of Wisconsin and Michigan State College.

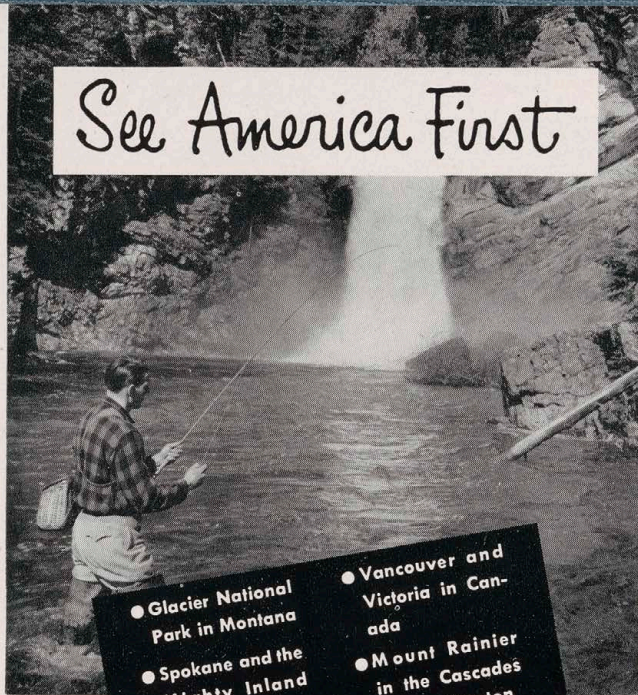
Little known as a collegiate ring power, the Gonzaga team won a half interest in the National Collegiate Athletic Association crown last season and is looked upon to repeat this season.

Gonzaga University is conducted by Jesuit Fathers and is located in Spokane, Washington, Capital City of the Inland Empire. Founded in 1887 by the Reverend Joseph Cataldo, J. S., the institution has been co-educational since 1948. Present enrollment is around 2,000 students. The Reverend Francis E. Corkery, S. J. is President of the University.

Fifteen

THE DIESEL-POWERED ORIENTAL LIMITED

See America First



- Glacier National Park in Montana

- Spokane and the Mighty Inland Empire

- Puget Sound, Seattle and Tacoma

- Vancouver and Victoria in Canada

- Mount Rainier in the Cascades of Washington

- Portland, Gateway to California

Great Northern Streamliners

*take you to all these
scenic delights*



The Great Northern

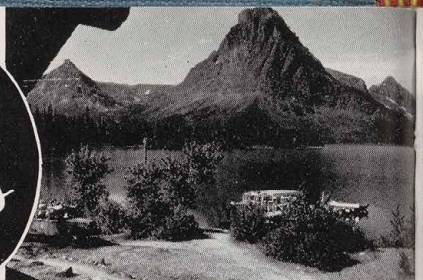
GOAT

MAY 1951



Glacier National Park IN THE Montana Rockies

Gateway to Western
Vacationland



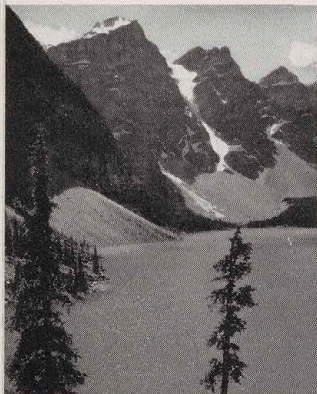
Sheer cliffs of Mount Rockwell tower over Two Medicine Lake in Glacier National Park.



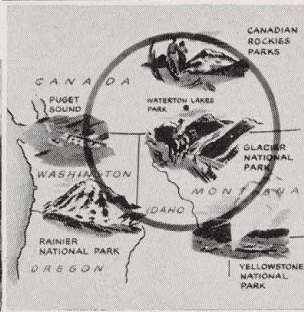
Mountain-ringed Waterton Lake adjoins Glacier Park on the North.



The sublime beauty that is Lake Louise in the Canadian Rockies.



Moraine Lake in the Valley of the Ten Peaks, Canadian Rockies.



Maligne Lake in Jasper National Park. Canadian Nat'l Rys. photo.



Athabaska Glacier, great spectacle of the Columbia Icefield. Canadian Nat'l Rys. photo.

Glacier National Park—Canadian Rockies

All-expense stop-off motor coach tours of from one-and-one-half to five-and-one-half days duration in Glacier National Park in the Montana Rockies are proving more popular each year with vacationists whose time is limited. The tours include virtually every necessary expense within the Park and are available either Westbound or Eastbound, depending upon direction of travel. Great Northern's streamlined Western Star, will stop daily at both Eastern and Western entrances during the summer vacation season June 15 through September 10.

Designed primarily for those traveling to and from vacation areas in the Canadian Rockies, Northbound and Southbound stop-off tours are also scheduled between Belton, Western rail entrance, and the Prince of Wales Hotel in Waterton Lakes National Park which adjoins Glacier on the North.

Daily motor coach service between the Prince of Wales Hotel, Calgary, Banff, Lake Louise and Jasper is available during the Park season. Private automobiles may be chartered if desired between the Prince of Wales Hotel and Calgary, Banff, Lake Louise and the Columbia Icefields. Rail tickets from Eastern or Western points via Great Northern to Glacier Park, with return routing from Banff or Jasper, enable vacationists to visit Glacier Park, Waterton Lakes Park, Banff and Jasper National Park using motor coach service through and between these parks. This tour may be reversed by using the Canadian Pacific to Banff, or the Canadian National to Jasper, thence by motor coach to the Prince of Wales Hotel and through Waterton Lakes and Glacier Parks, returning on Great Northern's Western Star.

Great Northern travel specialists have prepared economical, all-expense rail tours which combine the scenic pleasures and delights of both Glacier National Park and the Canadian Rockies. A popular 15-day tour starting from Chicago, includes several days in Glacier, with overnight lodgings at Lake McDonald Hotel, Many Glacier Hotel and the Prince of Wales Hotel in Waterton Lakes Park. Among the diversions are hiking, sightseeing, and launch trips, with optional boating, fishing or saddle horse trips.

Leaving Prince of Wales Hotel by motor coach, the route to Banff Springs Hotel is via Calgary, Alberta. The night is spent at Banff Springs Hotel with sightseeing drive scheduled of the vicinity. Diversions here include sulphur swimming pools, tennis, golf, canoe trips and dancing. From Banff to Lake Louise, set in a ring of crested peaks, the route is through Bow Valley and Johnson's Canyon, unrivalled scenic country. Several days are spent at Chateau Lake Louise with sightseeing to the Columbia Icefields, Moraine Lake and Valley of Ten Peaks. The trip to Field, B. C., and connection with the Canadian National for the start of the homeward journey is by way of the Yoho Valley, Kicking Horse Pass and Emerald Lake.

This and other all-expense tours, pre-arranged for convenience and to eliminate all details on the part of the vacationist include, at one overall cost, rail transportation, either first class or coach as desired, Pullman sleeping car accommodations as selected, motor coach transportation and sightseeing, overnight accommodations and meals, except those taken on trains.

Three

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

The Great Northern



VOL. 21

May, 1951

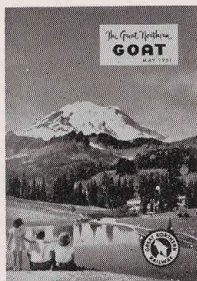
No. 5

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



Majestic Mount Rainier—14,408 feet high, center of a 241,571-acre recreation area.

Josef Scaylea photo.

Four

Memorial Day 1951

Out of the struggle between the Union of the States and the Confederacy has come the most reverent of all American Holidays, Memorial Day.

Memorial or Decoration Day actually originated in the South, when Southern women scattered the graves of Confederate and Union soldiers with Spring flowers. Like most of our holidays, however, a part of the tradition of Memorial Day is traceable to ancient times. Decorating graves has been done since the days of the Druids, and by the early Greeks and Romans.

General John A. Logan, in 1868, chose May 30 to honor the dead of the Grand Army of the Republic. Long since, the fallen comrades of all wars have come to be included. Gradually the custom has been extended to include all graves, and the day has become not only a day of patriotic commemoration, but of personal and family dedication as well.

While Memorial Day is a legal holiday in most of the United States and possessions, it is not nationally celebrated on May 30. This date is observed by the Northern States, but the Southern States of Alabama, Florida, Georgia and Mississippi set aside April 26 as Memorial Day, while North and South Carolina observe this holiday on May 10, and Louisiana and Tennessee on June 3. Virginia is the exception, and honors her dead on May 30.

Other countries also have Memorial Day observances. French cemeteries bloom with flowers on "Jour des Morts", and on the Eve of Trinity in Roumania presents are exchanged for prayers for the living as well as the dead. In the East Indies and parts of China, graves are decorated on a special day called "Ching Ming", or Festival of the Tombs.

THE STREAMLINED EMPIRE BUILDER



Hoppy and Mrs. Hoppy pause on the steps of the Empire Builder in Seattle for farewell photos by admiring youngsters and grownups. Seattle Post-Intelligencer photo.

Hoppy Rides the Empire Builder

Hopalong Cassidy, the greatest cowboy of them all, the idol of millions of youngsters, with his wife Grace, were recent passengers on Great Northern's streamlined Empire Builder Eastbound from Seattle, Washington.

Hoppy, William Boyd in real life, appeared in Seattle at the Bar-20 Ranch Party and Parade sponsored by the Seattle Post-Intelligencer.

A small army of children and grownups crowded around Hoppy

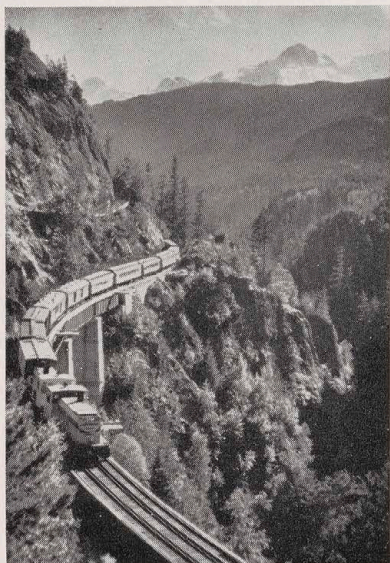
from the time he got out of his cab at King Street Station, until he waved from the steps of the Empire Builder. Gracious and smiling, he posed for pictures, signed autographs, handed out his lucky pieces, and shook hands with all the children gathered at the station.

Three fans, who consider themselves the luckiest children in Seattle, brought their cameras and snapped their hero from all angles. They took more pictures than the newspaper photographers.

Five

THE DIESEL-POWERED ORIENTAL LIMITED

Scenic Wonderland of British Columbia



Rails of the Pacific Great Eastern cling to the sheer walls of Mile 18 Canyon.

For a summer holiday that is economical, off the beaten path and different, American vacationists during the last several years have been attracted in ever increasing numbers to the spectacular scenic area of Central and Northern British Columbia served by the Pacific Great Eastern Railway.

Operated by the Canadian Province of British Columbia, the Southern terminal of the line at Squamish is reached by Union Steamship, 40 miles via Howe Sound from Vancouver. Northward for 347 miles, the rails follow the "Trail of the Gold Rush" to the fabulous Cariboo country, bisecting a vast primitive area steeped in history and scenic beauty. Many of the old towns along the right of way, picturesque relics

of the past and of the early pioneers and gold seekers of the 1850's and 60's, hum with activity.

From a few miles out of Squamish the line follows the Gorge of the Cheakamus, crosses a forested plateau at 2,100 feet, then spans the brink of Brandywine Falls. Mountains perpetually clad in snow and ice dominate the scene. The rails skirt blue sapphire lakes set in the evergreen wilderness of fir and spruce. Granite peaks loom out of the ragged fringe of timberline. Shortly after the Fraser River is crossed the scenery is even more spectacular.

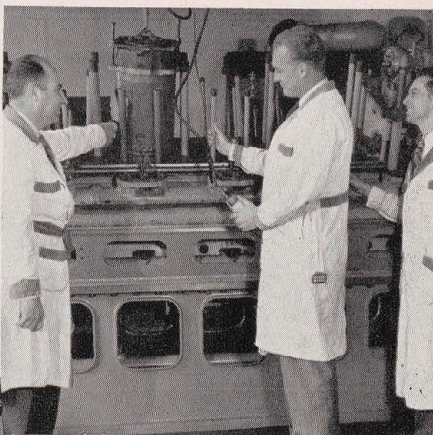
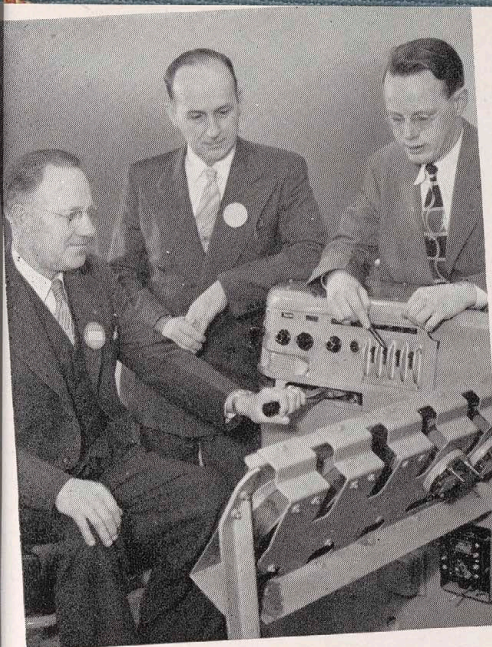
Some of the finest virgin game and fishing areas are served by the Pacific Great Eastern and some 57 recommended dude ranches, lodges and other resorts offer complete recreation and amusement opportunities. For the convenience of vacationists with limited time, the railway has scheduled economical all-expense combination rail and water tours during June, July, August and September. All tours include round-trip transportation between Vancouver, B. C., and the railhead at Squamish, and between Squamish and Quesnel, Northern terminal.

Equipment on the Pacific Great Eastern is modern, consisting of oil-burning steam and diesel electric locomotives, comfortable steel day coaches, Standard sleeping cars, dining cars and open top observation cars. With the acquisition of 6 new diesel locomotives now on order the line will be 100 per cent diesel-powered.

Great Northern's scenic coast line and the twin Internationals provide three times daily streamliner service between Seattle and Vancouver, B. C., affording a connecting link with the Pacific Great Eastern.

Six

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Left to right: E. N. Roberson, Spokane, and L. R. Seaholm, Havre, GN Diesel Supervisors; E. I. Christensen, Alco-GE School. ▲

◀ Left to right: E. A. Broten, Whitefish, and M. B. Crowley, Seattle, GN Diesel Supervisors; D. R. Brewer, Alco-GE School.

Alco-GE Locomotive School

Great Northern supervisory personnel, concerned with the maintenance and servicing of the railway's motive power equipment, return to school from time to time for "refreshers" and to learn newly developed methods and techniques.

Recent groups to attend a special two-week American Locomotive-General Electric Diesel Locomotive School at Schenectady, New York, were Great Northern Diesel Super-

visors E. N. Roberson of Spokane, Washington; L. R. Seaholm, Havre, Montana; E. A. Broten, Whitefish, Montana, and M. B. Crowley, Seattle, Washington.

The course is designed primarily to acquaint railroad men with the maintenance and service problems of diesel-electric locomotives. Emphasis throughout the course is given to practical applications. All students are required to construct and disassemble a diesel engine.

Sheep Breeders Convention

The 1951 Annual Meeting of the Columbia Sheep Breeders Association will be held June 18 at Bozeman, Montana. The group will meet at the Ted Marquiss Ranch near Gillette, Wyoming, on June 16, for a

preliminary session and Buffalo barbecue. The official business session will be held at the Baxter Hotel, Bozeman, Montana, on the 18th.

The annual National Columbia Show and Sale will be held at Minot, North Dakota, October 15 and 16.

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Japanese Trade Fair



Queen May Tsutsumoto

Miss May Tsutsumoto has been chosen Queen of the first State of Washington Japanese Trade Fair, to be held in the Edmundson Pavilion of the University of Washington, in Seattle, June 17 through July 3.

The exhibition will feature foreign trade, industries and resources as well as cultural and tourist features of Japan. It is sponsored jointly by the Seattle Chamber of Commerce, Pacific Northwest Trade Association, World Trade Club, Washington State Foreign Trade Council and Greater Seattle, Incorporated, as a step toward strengthening Seattle's position in international trade and as a goodwill gesture toward the people of Japan.

Miss Tsutsumoto, a University of Washington student, was Queen of the International Carnival during the 1950 Seattle Seafair.

Eight

Reduced Military Fares

Reduced round trip coach fares for military personnel traveling in uniform at their own expense have been extended through January 31, 1952.

These tickets are limited to three months in addition to date of sale. Stopovers and usual baggage privileges apply. Tickets are to be endorsed "Furlough" and "Good in Coaches Only", and will be honored on all Great Northern trains.

Military Furlough Fares are exempt from the 15% Federal Transportation Tax.

Railroad Hour

May programs scheduled to be heard on the Railroad Hour, are: "High Button Shoes", with Margaret Whiting, on May 7; "Nina Rosa", with Mimi Benzell, May 14; "Chocolate Soldier", with Marion Bell, May 21; "Katinka", with Annamary Dickey, May 28.

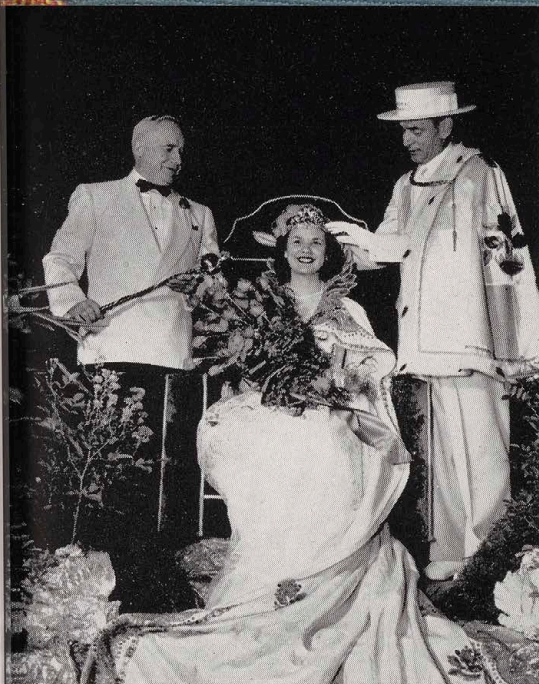
The Railroad Hour is sponsored by the Association of American Railroads and features favorite operettas and musical comedies. The show is presented every Monday evening over the NBC network. Popular baritone Gordon MacRae sings the male lead and acts as master of ceremonies on all Railroad Hour programs.

Forest Fire Prevention

Every year nearly 200,000 forest, woods and range fires rage through the United States, blackening an area the size of the State of Pennsylvania. Lost forever are millions and millions of dollars worth of timber, and destroyed are many beautiful recreational areas and scenic landmarks. Death comes to wildlife and to men.

Be careful always—only YOU can prevent forest fires.

THE STREAMLINED EMPIRE BUILDER



Her Majesty, Dorothy IV of Rosaria, receives her scepter and crown at impressive Rose Festival ceremonies. Photo-Art photos.



Prize-winning floats entered by Portland General Electric Co. (above) and Pacific Power and Light Co.

Portland Rose Festival

Oldest and best known of all Pacific Northwest annual civic celebrations is Portland's Rose Festival. Held annually since 1907, with the exception of two years, it is a glittering combination of beauty, pageantry and gaiety combined in one magnificent spectacle to be held June 6 through 10 in 1951.

Traditionally the festivities begin with Queen Coronation ceremonies under the stars in Multnomah Civic Stadium. The impressive program includes colorful pageantry, music and dancing staged by 2,000 beautifully costumed high and elementary

school students. "Princess of Rosaria" is the most coveted honor a Portland high school girl can achieve.

Almost every genus of roses will be on display at the Portland Rose Society's competitive showing of hobbyist-grown roses, held annually in connection with the Festival. The Festival developed from the Rose Show now in its sixty-third year.

The Grand Floral Parade highlight of every Rose Festival, will pass over a five-mile route through the downtown district with fifty floral floats, bands, marching units, mounted posses and drum corps.

Nine

THE DIESEL-POWERED ORIENTAL LIMITED

See America First

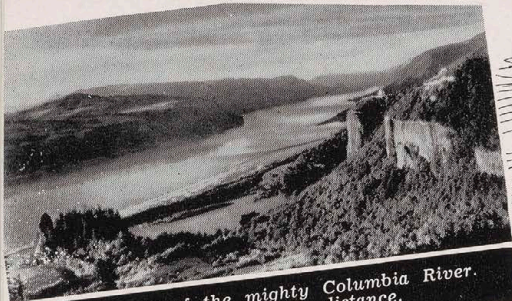
via GREAT NORTHERN

Vacationists will soon be heading for Glacier National Park in Montana, where the hotels and chalets, the sightseeing motor coaches, the launches and other summer vacation facilities begin operations on June 15, traditional opening date.

(Continued on page 12)



Rugged peaks loom over St. Mary Lake in Glacier National Park in the Montana Rockies.



The gorge of the mighty Columbia River. Vista Point in the distance.



Distinguished Prince of Wales Hotel
Canada's Waterton Lakes Park



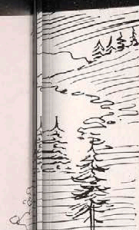
The sheltered yacht harbor at Everett, Washington. Clear-Pix photo.



Seattle, Washington, Puget Sound and skyline from Elliot Bay. Bob & Ira Spring photo.

First

N



e of W... el in
ton Lake

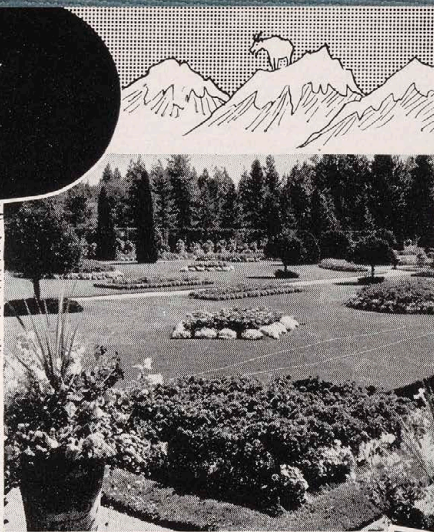


or at B...
ix photo



g going vessels steam under Lionsgate
Bridge at Vancouver, B. C. Leonard
Frank photo.

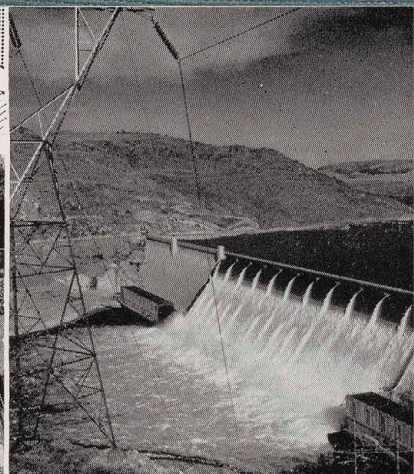
from



Famed Duncan Gardens in Manito Park at Spokane, Washington.



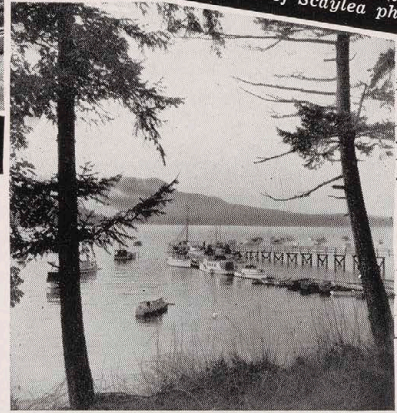
Snow-capped Mount Baker near the Canadian border. Josef Scaylea photo.



Grand Coulee Dam in Eastern Washington, world's greatest producer of power.

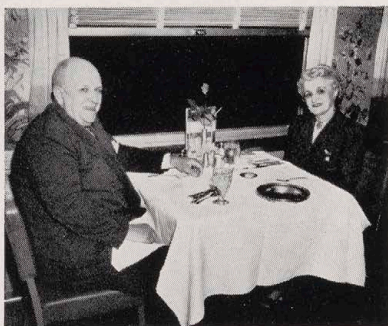


Lake Crescent on the Olympic Peninsula near Port Angeles. Josef Scaylea photo.



Pleasure craft in Brentwood Bay near Victoria, British Columbia.

Aboard the Empire Builder



Mr. and Mrs. Joseph B. Kyle

Recent passengers on Great Northern's streamlined Empire Builder were Joseph B. Kyle, Grand Exalted Ruler B. P. O. Elks, and Mrs. Kyle.

The couple visited local lodges at Shelby and Whitefish, Montana, en route to Seattle, Washington, where they joined Emmett T. Anderson of Tacoma, Washington, for a trip to Alaska and visits to lodges at Juneau, Fairbanks and Anchorage.

Twin Cities—Sioux Falls Passenger Train Service

Chicago & Northwestern Railway has discontinued its passenger trains 82 and 83 between Worthington, Minnesota, and Sioux Falls, South Dakota, and no longer provides overnight service for passengers between Minneapolis-Saint Paul and Sioux Falls.

Overnight passenger train service between the Twin Cities and Sioux Falls is provided by Great Northern Railway daily except Sunday, Southbound train leaves Minneapolis 9:00 PM; Saint Paul 9:55 PM; arriving Sioux Falls 8:30 AM. Northbound train leaves Sioux Falls 6:50 PM; arriving Saint Paul 7:05 AM; Minneapolis 7:40 AM.

Twelve

SEE AMERICA FIRST

(Continued from page 10)

Situated deep in the Northern Rocky Mountains, this spectacular 1,000,000-acre vacation paradise with its lofty peaks, ancient glaciers, countless lakes, streams and waterfalls, rustic hotels and chalets offer accommodations at moderate costs that have not been increased over last year's low rates.

A complete summer vacationland in itself, Glacier is also a natural gateway to other Western vacation areas, the vast evergreen Pacific Northwest, Canadian Rockies and California.

For those who desire to combine the scenic thrills and pleasures of Glacier with those of other popular areas, Great Northern offers a choice of several pre-arranged all-expense tours which feature rail travel on the railway's streamliner, Western Star, which stops daily at both Glacier Park entrances June 15 through September 10.

An 11-day tour that has proven especially popular in the past combines visits to Yellowstone and Glacier. At Yellowstone, points of special interest include Red Lodge High Road, Cook City and Shaws Camp, the Grand Canyon of the Yellowstone River, Old Faithful Geyser, Cody Road, Shoshone River and Canyon, and Buffalo Bill Reservoir. Comfortable overnight lodgings and meals are provided at Old Faithful Inn and Grand Canyon Hotel.

The visit to Glacier Park features trips to Two Medicine Lake, Waterton Lakes National Park in Canada, Going-to-the-Sun Highway, the Continental Divide at Logan Pass, Swiftcurrent, Josephine and McDonald Lakes, and launch trips. Overnight stays are at Glacier Park Hotel, Many Glacier Hotel, Lake

(Continued on page 14)

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



How You All?

Student: "I'm sorry, sir, that my assignment is late, but I was not feeling very well."

Dean: "Young man, please bear in mind that by far the greater part of the world's work is carried on by people who are not feeling very well."

* * *

Copy Cat!

"Why did the foreman fire you?"

"Well, you know the foreman is the man who stands around and watches the others work."

"Yes, anyone knows that. But why did he fire you?"

"He got jealous of me. A lot of the fellows thought I was the foreman."

* * *

Fish Story

Two herrings stopped at a bar for a couple of snifters. One of them disappeared for a moment and a puzzled onlooker accosted the one who was left alone at the bar. "Where's your brother?" he challenged. "How should I know?" replied the indignant herring. "Am I my brother's kipper?"

* * *

The Hard Way

Hubby: "It's terrible of that farmer to charge us fifteen dollars to tow the car."

Wife: Don't worry, honey. He's earning it. I've got the brakes on."

Hardheaded Lawyer

Among the witnesses in an assault case was a young doctor, and as his evidence was important the opposing counsel attempted to confuse him.

"I suppose, sir," he began, in a doubting voice, "that you are entirely familiar with all the symptoms of concussion of the brain?"

"I am," replied the witness, coolly.

"Then let me ask you a hypothetical question," went on the counsel, with a meaning glance at the jury. "Suppose my learned friend, Mr. Banks, over there, and I should bang our heads together, should we get concussion of the brain?"

"Mr. Banks might," replied the witness, as coolly as before.

* * *

Watch Your Grammar

"Lay down, pup. Lay down! That's a good doggie. Lay down, I tell you!"

"Mister, you'll have to say, 'Lie down.' He's a Boston terrier."

* * *

Tallu, Dolling!

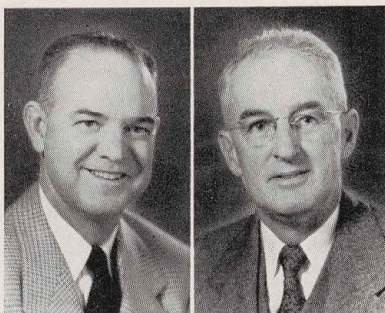
Husband (impatiently, to primping wife): "Say, ainchu through dolling?"

Wife (delightedly): "Why, Henry! That's the first sweet name you've called me since our honeymoon!"

Thirteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Seattle Traffic Association



Mr. Fuller

Mr. Paul

The Seattle Traffic Association, sponsored jointly by the Seattle Chamber of Commerce and the Port of Seattle, elected officers and an executive committee at its recent annual meeting.

Re-elected Chairman of the group was F. Wayne Fuller, Traffic Manager of the Fisher Flouring Mills Company. J. D. Paul was named Secretary-Manager. Gordon Rowe, Secretary of the Port of Seattle Commission, was named Vice-Chairman, and H. W. Watson, Traffic Manager of the Pacific Fruit and Produce Company, Treasurer.

Purpose of the Seattle Traffic Association is to promote the interests of the shipping public in Seattle and the Pacific Northwest generally, to develop trade and commerce through the port and to keep Seattle competitive ratewise with other cities in the area and on the Pacific Coast.

Victoria, capital of British Columbia, has the mildest climate of any city in Canada. It has an average winter daytime temperature of 42 degrees above zero. Annual rainfall is 27 inches, and average daily sunshine is more than five and one-half hours.

Fourteen

SEE AMERICA FIRST

(Continued from page 12)

McDonald Hotel, and Prince of Wales Hotel in Canada. The all-expense rate covers first class rail transportation, Pullman accommodations as selected, motor coach sight-seeing trips, launch trips, hotel accommodations, meals except those on trains. The same tour is available at lower cost with rail travel in comfortable, modern coaches.

An equally popular tour features Glacier Park in combination with Pacific Northwest and Canadian cities and scenic areas. This comprehensive 15-day tour (from Chicago) takes in Glacier Park on the Westward leg of the journey with overnight stays at Glacier Park Hotel, Prince of Wales Hotel and Many Glacier Hotel.

First stop in the Pacific Northwest is at Portland, Oregon, City of Roses. From Portland, tour members take the famed Columbia River Drive. At Seattle, a full morning or afternoon "Land and Water" cruise is scheduled through the residential districts, the University of Washington Campus, Lakes Union and Washington, and the Government Canal Locks to Puget Sound. Also included is a motor trip via Tacoma to Rainier National Park, with meals and lodging at Paradise Inn, located high on Mount Rainier. After the return to Seattle, an overnight water trip to Old English Victoria, Capital of British Columbia, located on Vancouver Island. Passage is on the luxurious M. V. Chinook with cabin provided. After a sightseeing tour of Victoria, to Vancouver, B. C. via Canadian Pacific Steamer.

Upon arrival Field, B. C., in the Canadian Rockies, motor coaches leave for famed Chateau Lake Louise via Emerald Lake, the Yoho Valley and Kicking Horse Canyon. Two

(Continued on page 16)

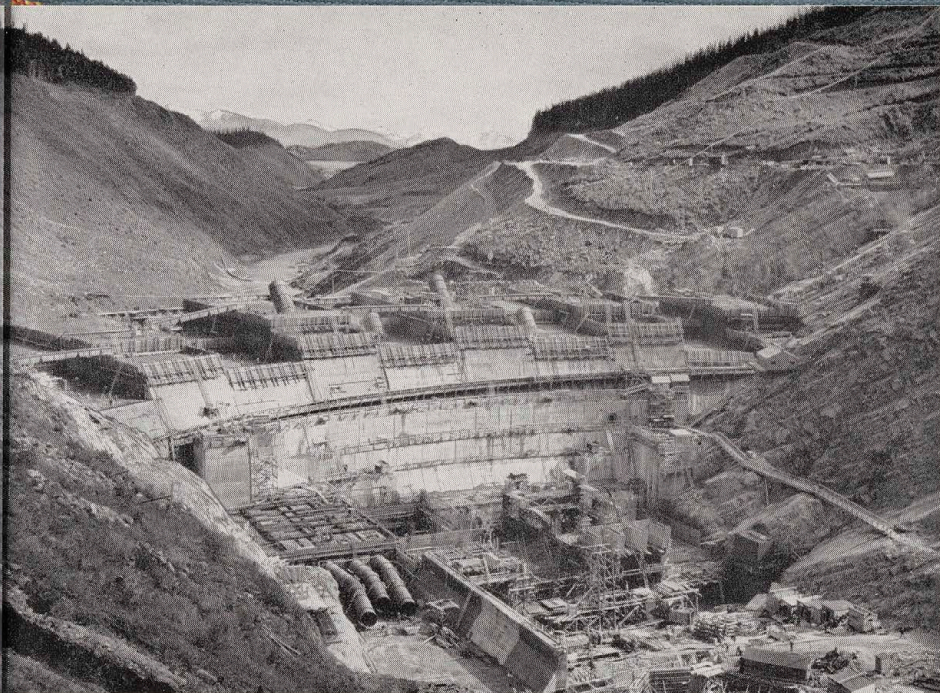
RST
12)
prince of
The all-
class rail
commoda-
each sight-
hotel ac-
cept those
is avail-
rail travel
aches.

r features
tion with
Canadian
This com-
from Chi-
rk on the
rney with
cier Park
Hotel and

Northwest
y of Roses
members take
ver Drive
g or after-
cruise is
residential
of Wash-
Union and
Government

ound. Also
via Tacoma
with meals
nn, located
After the
night water
ria, Capital
ed on Var-
is on the
with cabin
seeing tour
r, B. C. via

C., in the
or coaches
Lake Louise
Yoho Valley
nyon. Two
e 16)



Hungry Horse Dam in Northwestern Montana.

Hungry Horse Dam

Multiple purpose Hungry Horse Dam, located on the South Fork of the Flathead River near Coram and Columbia Falls, Montana, on the main transcontinental line of Great Northern Railway, will upon completion be the third highest and fourth largest concrete dam in the world. The huge structure will be 564 feet in height, 2,380 feet across at the crest, 330 feet thick at the base and 39 feet at the top. The reservoir which will eventually be impounded behind the massive barrier will be 34 miles in length and contain approximately 3,500,000 acre-feet of water storage.

Four 71,250-kilowatt generators manufactured by General Electric

and four 105,000-horsepower Allis-Chalmers turbines are scheduled to go into full production of power sometime in 1953, with the first to go into service in October 1952. Water released from the dam will be used again to turn turbines at other Columbia system developments including Grand Coulee and Bonneville Dams. In addition to supplying power, Hungry Horse Dam will provide water for irrigating a large area and a means for effective flood control.

Visitors to Glacier National Park in Montana may conveniently take a short side trip to Vista Point, which overlooks the now well-advanced construction.

Fifteen

Election



Mr. Knocke

Recently elected President of the Railroad General Agents Association of Los Angeles is L. E. Gabrielson, General Agent, Chicago, Burlington & Quincy Railroad. Other officers chosen are C. F. Hallsman, General Agent, Passenger Department, Union Pacific Railroad, First Vice President; A. E. Beach, General Agent, Roscoe, Snyder & Pacific Railway, Second Vice President; H. N. Knocke, Assistant General Freight Agent, Great Northern Railway, Third Vice President; Doug Seaman, District Passenger Agent, Pennsylvania Railroad, Secretary-Treasurer.

Grand Coulee Dam Tours

Tours of Grand Coulee Dam are conducted from the Vista House at 9, 10 and 11 AM, 12 Noon and 1:20, 2:20, 3:20, 4:20 and 5:20 PM daily. A short lecture precedes each tour. Visitors are escorted to the generating section of the powerhouse where another lecture is given explaining the production of electric power.

Effective June 1, through Labor Day, tours will start at 8:30 AM and will be conducted every 45 minutes to and including 7:20 PM, daily and Sunday.

Certain restrictions have been placed on visitors to Bonneville Dam but views of the structure may be had from both the Washington and Oregon sides. It is possible to visit the fish hatcheries and the residential area of Bonneville personnel, both located at the lower side of the dam.

Sixteen

Simplified Rail Tickets

Simplified forms of local interline, one-way and round-trip passenger rail tickets, developed by the Joint Traffic Accounting Committee of Western Lines, representing all Class I railroads are being tested in actual use on two Western lines.

The new carbonized form of rail ticket is in handy booklet form about the size of a dollar bill and can be carried in a billfold or pocketbook. It can be prepared quicker, requiring less time for purchase.

Three sets of forms are being tested: One for coach, one for Pullman and one for either of these forms of travel or combinations of both. Ticket booklets vary in content from one to six coupons. Where more than six coupons are required in any one ticket, a combination of books containing the number of coupons required for a trip may be used by merely stapling two or more books together.

After an experimental period on the two Western lines ticket sellers and conductors will be asked to present their views and suggestions for possible improvements, and the reaction of the public.

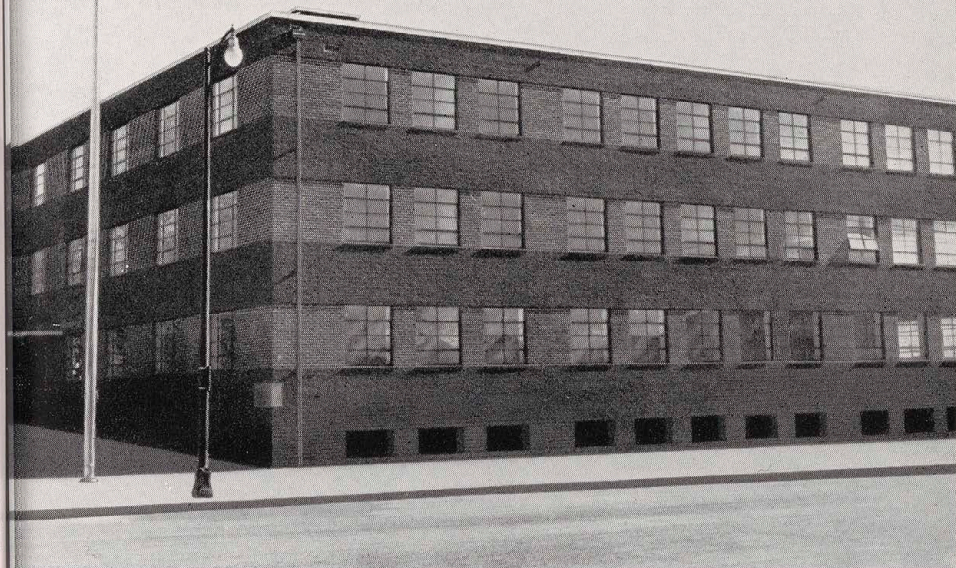
SEE AMERICA FIRST

(Continued from page 14)

nights are scheduled at Chateau Lake Louise, with sightseeing trips during the days over the Columbian Highway to the Columbia Icefields, Moraine Lake and Valley of Ten Peaks. Then to Banff Springs Hotel by motor coach through Bow Valley and Johnson Canyon. Overnight at Banff Springs Hotel with a morning tour of Banff and vicinity. Leave for the return trip in the afternoon on Canadian Pacific's Mountaineer.

These and similar tours, pre-arranged by Great Northern are flexible. Departure may be made any day during the season, and features can be added or deleted as desired.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



New Columbia River District Headquarters Building at Ephrata, Washington.

Columbia River Project Headquarters

Official operations of the Columbia River District are now headquartered in a new building at Ephrata, Washington on Great Northern Railway.

The new 3-story Columbia River District Headquarters building contains about 48,000 square feet of floor space and is of solid brick and concrete construction.

All rooms are fluorescent-lighted. Forced-air heat is supplied by a central electric heating plant. Interior walls are plastered with lightweight aggregate material. The roof

is 4-ply built-up asphalt covered with gravel. All floors are paved with asphalt tile.

The District Photographic Laboratory has moved into the basement in the first "tailor-made" workshop of this type on the project.

The office of H. A. Parker, District Manager, has been moved from Grand Coulee Dam to the new headquarters building. All remaining responsibilities at the Dam are under the direction of A. F. Darland, Supervising Engineer of the Coulee Dam Division.

Seventeen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

North Dakota Barley Show



Barley Show Officers, left to right: George Jacobson; Donald M. French; Albert P. Johnson; Alfred Morken.

A record number of 232 samples of feed and malting barley were submitted for judging at the Seventh Annual North Dakota State Barley Show, recently held at Osnabrock, Cavalier County, North Dakota.

First award in the malting barley open division, donated by the Midwest Malting Barley Association of Milwaukee, Wisconsin, was presented to L. Milton Pearson of Easley, North Dakota.

Judges were Irven Hagen, Fargo, Deputy State Seed Commissioner; Victor Sturlaugson, Superintendent of the Langdon Sub-station; W. J. Brekken, of the Morden, Manitoba Experiment Station.

American Bowling Congress

More than 28,000 individual contestants in 5,196 five-man teams will participate in the 1951 American Bowling Congress, now in progress at the Civic Auditorium in Saint Paul, Minnesota. Sponsored by Saintpaulites, Incorporated, the tournament began April 7 and will continue through June 3.

Eighteen

GN War Vets Reunion

A reunion of veterans of the 704th Railway Grand Division of World War II will be held June 1 and 2, with the organization's annual convention at the Clark House on Hayden Lake, near Coeur d'Alene, Idaho.

The 704th Railway Grand Division, sponsored by the Great Northern Railway, was activated in November, 1942, and served with distinction in Africa and Europe.

Veteran members of the unit include J. M. Budd, Operating Vice President, Great Northern; A. W. Campbell, Assistant General Superintendent of Transportation, Great Northern; E. E. Foulks, Assistant General Superintendent of Transportation, Santa Fe; J. H. Heron, Superintendent of Motive Power, Great Northern; D. B. Jenks, Operating Vice President, Rock Island; T. A. Jerrow, Division Superintendent, Great Northern; R. R. Manion, Engineer, Maintenance of Way, Great Northern; F. W. Okie, President, Bessemer & Lake Erie and Union Railroad.



Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1951, are: James P. Burns, conductor, Great Falls, Mont.; Dewey C. Chambers, cashier, Seattle, Wash.; Harvey G. Dimond, office engineer, St. Paul, Minn.; Ralph W. Embury, brakeman, Fargo, N. D.; Marshall S. Funk, conductor, Glasgow, Mont.; Agnes G. Golisch, clerk, St. Paul, Minn.; John Hall, car inspector, Minneapolis Junction, Minn.; Harold O. Haroldson, brakeman, Crookston, Minn.; James F. Lynch, engineer, Sioux City, Iowa; David A. Leeper, night chief dispatcher, Superior, Wis.; Walter L. Mack, conductor, Havre, Mont.; James McComb, train baggageman, St. Paul, Minn.; Daniel O'Neil, engineer, Havre, Mont.; Ernest Matt Peterson, engineer, Minot, N. D.; Andrew Stone, signal maintainer, Seattle, Wash.; Charles R. Schinkoeth, assistant engineer, St. Paul, Minn.; John H. Theisen, gang foreman, St. Cloud, Minn.; Elizabeth L. Williams, clerk, Great Falls, Mont.

Members reported pensioned during April, 1951, are: William Anderson, warehouseman, Barnesville, Minn.; August Bischoff, section foreman, Melrose, Minn.; William H. Eberhart, locomotive engineer, Seattle, Wash.; Edward E. Lindberg,

diesel locomotive supervisor, St. Paul, Minn.; Chester A. Picket, section foreman, Minot, N. D.; George Schiedinger, car repairer, St. Cloud, Minn.; Carl V. Samuelson, express messenger, St. Paul, Minn.

* * *

E. G. Wellman of East Glacier Park, Montana, will operate the Saddle Horse Concession at Many Glacier, Lake McDonald, Two Medicine and East Glacier Park areas of Glacier National Park during the 1951 season.

* * *

The 1951 Convention of the Veterans' Association of the Great Northern Railway will be held in Saint Paul, Minnesota, on June 9th.

* * *

The 21st National 4-H Club Camp will be held at Washington, D. C., June 13 through June 20, 1951.

* * *

Grahame Hardy, publisher, Oakland, California, announces publication of a profusely illustrated book of old San Francisco lore entitled "Cable Car Carnival" by Lucius Beebe and Charles Clegg. Two chapters of "Cable Car Carnival" have appeared in Holiday and Collier's.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

See America First!

on GREAT NORTHERN Streamliners

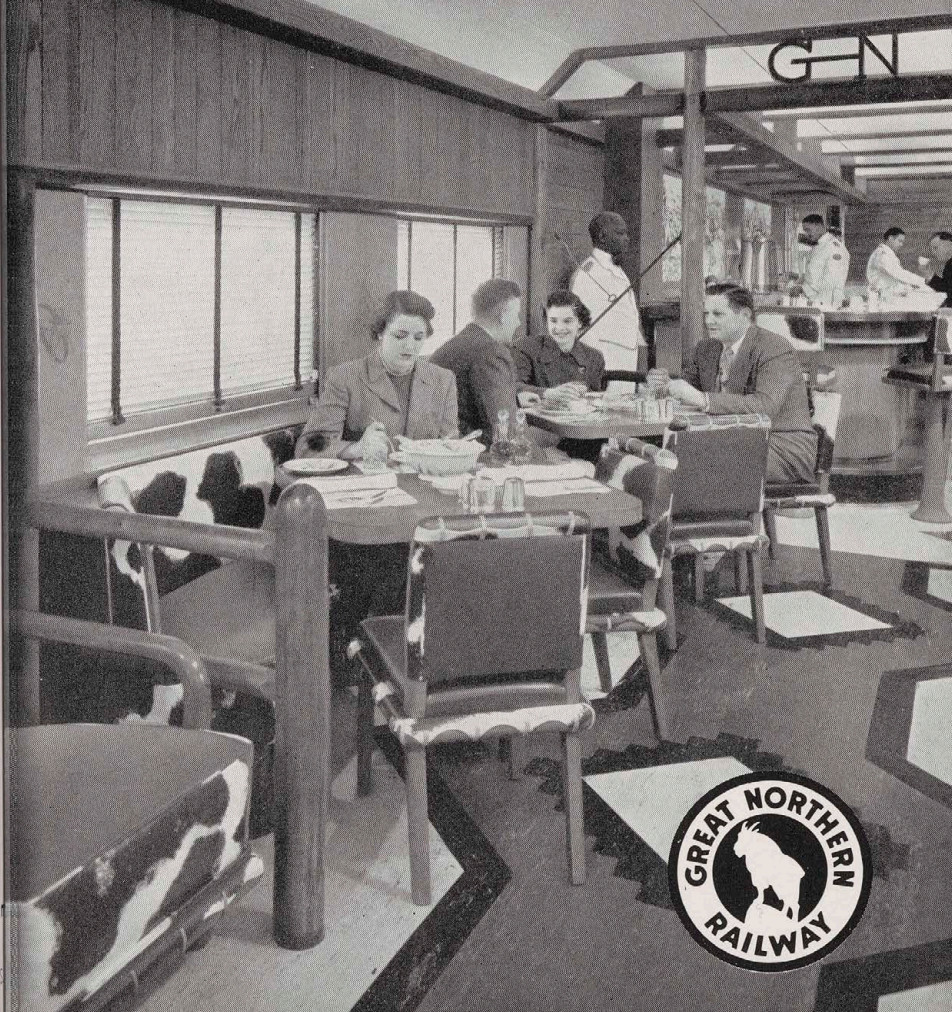


Daily between Chicago, Seattle-Tacoma, Portland
via St. Paul, Minneapolis and Spokane

The Great Northern **GOAT**

JUNE 1951

!
rs
ck in
clad
es.
ANE
and
nd
Portion
kane
Printed in U.S.



NEW GREAT NORTHERN OFFICERS



FRANK J. GAVIN
Chairman, Board of Directors



JOHN M. BUDD
President



IRA G. POOL
Operating Vice President



THOMAS A. JERROW
General Manager, Lines East

GN Directors Authorize Purchase of New Equipment

Three top-level changes in Great Northern management were effected by the railway's directors following the annual meeting of the company's stockholders on May 10 in Saint Paul, Minnesota.

Directors elevated Frank J. Gavin from the Presidency to Chairman of the Board, elected John M. Budd, President, and named Ira G. Pool to succeed Mr. Budd as Operating Vice President.

Also authorized was payment of a \$1.00 per share dividend, payable June 21 to stockholders of record May 21, and the purchase of new equipment, costing nearly \$14,500,000, including 700 iron ore cars, 1,000 box cars, 300 hopper ballast cars, 50 express refrigerator cars and 15 cabooses.

Four Directors were re-elected to three-year terms at the stockholders meeting. In addition to Mr. Gavin, re-elected Directors are: Frederick K. Weyerhaeuser, President, Weyerhaeuser Sales Company, Saint Paul; James F. Oates, Jr., Chairman, The Peoples Gas Light and Coke Company, Chicago, and J. Stewart Baker, Chairman, Bank of the Manhattan Company, New York City. Mr. Budd also was elected a Director to succeed Nicholas Stockhammer of New York City, who resigned.

Election of Mr. Gavin to chairmanship of the railway climaxes his fifty-four years of Great Northern service. Mr. Gavin has been President since September 1939, when he succeeded the late W. P. Kenney.

Mr. Gavin's career with Great Northern began in 1897, when, at 16, he became an office boy-ticket sorter for the railway's Auditor of Passenger Receipts. He transferred to the operating department in 1899,

and 27 years and many promotions later, became General Manager of Great Northern Lines East of Williston, North Dakota, with headquarters in Duluth. Mr. Gavin came to Saint Paul in 1936, as Assistant to the President.

A seasoned Great Northern veteran at 43, Mr. Budd has become a railway president for the second time in four years. He left Great Northern in 1947 for the presidency of the Chicago & Eastern Illinois, and returned to his "home" railway in 1949, to succeed the late T. F. Dixon, as Operating Vice President.

Mr. Budd began his Great Northern career in 1926, as chairman with an engineering party. He then was a student at Yale University, from which he was graduated. Becoming a Trainmaster in Willmar, Minnesota, Mr. Budd held a similar post in Spokane, Washington, then became a Division Superintendent in Klamath Falls, Oregon, in 1940.

Great Northern's new President was a Division Superintendent in Whitefish, Montana, when the United States entered World War II. With a group of other young operating men, Mr. Budd went to war with the Military Railway Service, serving in the Mediterranean and European theatres, and was separated from the service as a Colonel in 1945. He returned to Great Northern that year as Assistant General Manager of Lines East, and two years later became President of the Chicago & Eastern Illinois.

Until his election as Operating Vice President, Mr. Pool was Gen-

(Continued on page 6)

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



VOL. 21 June, 1951 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



As truly Western as its name is the G-Bar-N Ranch, coffee shop-lounge car on Great Northern's new Mid-Century Empire Builder.

Four

Your Railroads

America's railway system is amazingly flexible and is accustomed to meeting emergencies, and doing so with its own resources.

The railroads are organized to make prompt repairs when there is any break in service, and while repairs are being made, to use alternative rail routes around the location of breaks caused by floods, washouts, landslides or other trouble. This readiness extends to damage from enemy bombs, should such a thing ever come to pass in this country, as well as to damage from the forces of nature. This ability of railroads to keep running despite great damage was clearly demonstrated during World War II, first in Britain and later in Germany.

Still another thing to remember about railroads and emergency is that railroad trains are moved under organized control, not as part of a movement on highways which might be choked with a rush of vehicles individually operated and largely uncontrollable.

The railroads are America's prime dependence for the overwhelming bulk of all its inter-city transportation. They carry almost twice as many ton-miles of inter-city freight traffic as all other transportation agencies combined, and nearly six times as much as is carried by all motor trucks in inter-city service.

The American railroads carry all sorts of freight at by far the lowest average charge of any transportation medium offering a general service. The railroads are economical in their use of manpower, fuel and critical materials.

THE STREAMLINED MID-CENTURY EMPIRE BUILDER



Left to Right: Engineer Peter Spangler, Conductor Ole Lief, GN's President J. M. Budd.

GN'S New Empire Builder Christened

Simple ceremonies marked the christening of Great Northern's newest streamliner, the Mid-Century Empire Builder, at the Union Station in Saint Paul, Minnesota, on June 3, prior to departure on its maiden trip to Seattle.

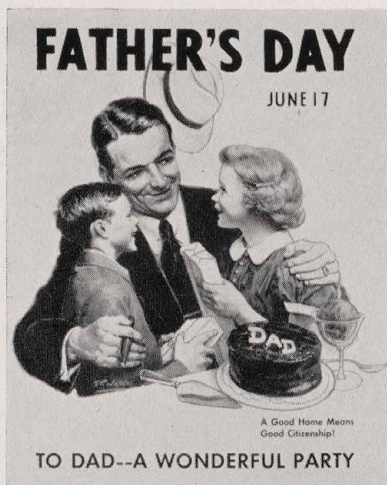
A beribboned bottle of water taken from a stream at Summit, Montana, on the Continental Divide, highest point on Great Northern's

main line, was swung across the nose of the diesel locomotive by Engineer Peter Spangler of St. Paul, and Conductor Ole Lief of Minneapolis, with John M. Budd, Great Northern's president, officiating.

Similar ceremonies marking the initial runs Eastbound were conducted at Seattle, Washington, and Portland, Oregon, the railway's Western terminals, on June 3.

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Fargo-Moorhead Sleeping Car Service

The Northern Pacific Railway will provide Pullman sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead on its trains 3 and 4 during the period June 1, through September 30, 1951.

Under the rotating plan which alternates this service every four months between the Great Northern and Northern Pacific, there will be no set-out Twin Cities-Fargo sleeping car operated by Great Northern during this period. Great Northern will, however, operate a standard sleeping car between Saint Paul and Grand Forks, North Dakota, on its trains 29 and 10.

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

Sir

Seattle-Victoria Sailings

Summer schedules of the M. V. Chinook, operated by the Puget Sound Navigation Company, are now in effect.

The Chinook sails from Seattle nightly at 11:45 PM (PST), and arrives at Victoria, B. C., 7:15 AM. Returning, leave Victoria 5:15 PM, arrive Seattle 9:30 PM.

Three trips are made daily from Port Angeles to Victoria, at 6 AM, 10:30 AM and 3 PM. Two side trips are made daily from Victoria to Port Angeles at 8:15 AM and 12:35 PM.

NEW GN EQUIPMENT

(Continued from page 3)

eral Manager of Lines East, with headquarters in Duluth.

Minneapolis was his birthplace, and at 16 he obtained a job as helper in a railway shop there. After completing school Mr. Pool was employed outside the railway industry until 1929, when he joined Great Northern in Saint Paul as a locomotive designer. He received several advancements in the mechanical department in the following 23 years, and in 1942 returned to Saint Paul as General Superintendent of Motive Power. Mr. Pool became General Manager in December, 1949.

Mr. Pool will be succeeded as General Manager in Duluth by Thomas A. Jerrow, who has been Superintendent of Great Northern's Dakota Division since 1947, with headquarters in Grand Forks, N. D.

The 69th Annual meeting of the American Association of Traveling Passenger Agents will be held in Seattle, Washington, September 14-15, 1951.



Inside Passage.



*Auk Lake & Mendenhall Glacier,
Alaska.*

Through Sheltered Seas to Alaska the Land of Adventure

A summer voyage to Alaska from Seattle via "The Alaska Line" and the sheltered Inside Passage provides a fun-filled vacation, for twelve memorable days in ocean liner comfort, dining in the grand tradition of the sea, and sharing shipboard fun with congenial shipmates.

Although it is always advisable to make reservations well in advance, accommodations can usually be arranged for on short notice. May through September is the most popular Alaska vacation season.

The Alaska Steamship Company, "The Alaska Line", is the only American steamship company offering passenger service to the Territory. It operates the largest fleet of passenger and cargo vessels to serve

Alaska. Four large modern, radar-equipped steamers, the SS Aleutian, SS Baranof, SS Denali and SS Alaska, are in service during the summer vacation season. Each follows a somewhat different itinerary in calling at smaller communities, but all visit the major ports of Ketchikan, Juneau and Seward, with time allowed ashore for visits to points of interest. On most cruises, the vessels steam up to the face of huge Columbia Glacier, a mile wide and 300 feet high.

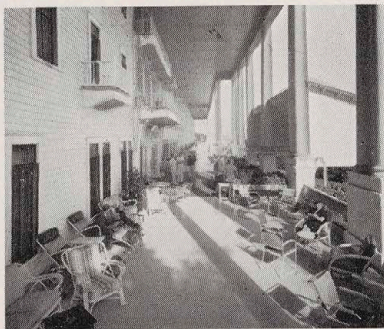
Pleasure begins the moment you step aboard. Courteous service makes the cruise enjoyable and relaxing, with each meal an occasion to long remember. Fare includes berth, meals and shipboard recrea-

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Great Lakes Cruises



Quarter-mile-long veranda of famed Grand Hotel on historic Mackinac Island.

The only scheduled weekly Great Lakes cruise ships operating out of United States ports are the Georgian Bay Line's SS North American and SS South American, huge all-passenger ships built expressly for cruising. Each is oil-fueled and spotlessly clean with all outside rooms, and each has every facility for comfort and pleasure. The operating season begins in mid-June and continues through September 1, each ship making 11 scheduled 7-day all-expense cruises. Cost is moderate and passengers may come aboard at any port of call.

Schedules are arranged so that passengers can visit interesting and historic ports, world-famous resorts, and sail fascinating rivers, bays and waterways. Aboard ship during the day, there's sun bathing, games, deck sports, new-found companions and unparalleled scenic beauty. At night, dancing to the ship's orchestra and gay parties.

The SS South American "Adventure Cruise" itinerary covers the Inland Seas from Duluth, at the Westernmost limit of Lake Superior, to Buffalo on Lake Erie. Ports of

call include the famous Soo Canal locks, Detroit, Cleveland, Mackinac Island, and Munising and Houghton in Michigan. Great Northern Railway passengers will find Duluth a convenient starting point.

The SS North American leaves Chicago each Saturday on its "Voyageur" cruises, calling at Mackinac Island, Detroit, Cleveland, Buffalo and Midland, Ontario.

A 5 to 7-day cruise on the SS North American together with from 2 to 7 days at famed Grand Hotel on Mackinac Island is also available on an all-expense plan.

Great Northern travel agents can furnish detailed information concerning Great Lakes cruises.

ALASKA

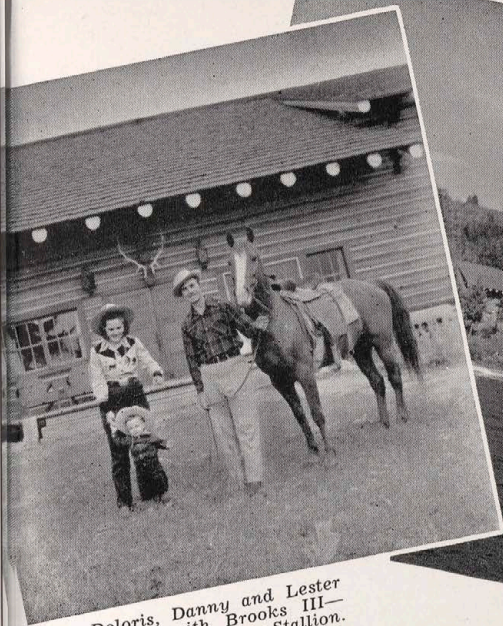
(Continued from page 7)

tion for the twelve wonderful days that the ship is your home. There are no "extras" aboard ship. Prices are reasonable and are based upon the type of accommodations desired.

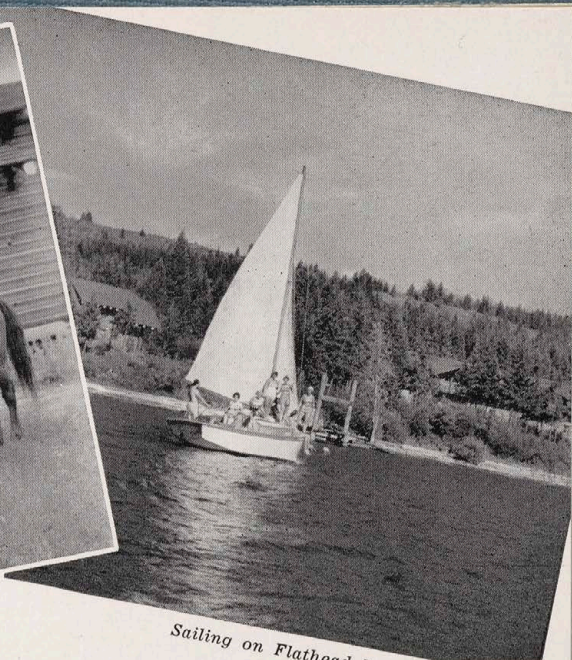
For those who would extend their Alaska vacations to include the booming interior, visiting Anchorage, Mount McKinley National Park, Fairbanks, Matanuska Valley and the wild, mountainous areas traversed by the Alaska Railroad, tours are offered during the summer months in connection with Alaska Line service. These are not conducted tours although parties are met and assisted at principal transfer points. Optional tours to more remote sections of the Territory may also be arranged.

There are no restrictions on travel within Alaska or between Alaska points and Seattle.

Great Northern travel agents can provide sailing dates and detailed information about "Alaska Line" cruises.



Doloris, Danny and Lester
Averill with Brooks III—
Tennessee Walking Stallion.



Sailing on Flathead Lake.

Flathead Lake Lodge in Montana

Typical of Western dude ranches in territory served by the Great Northern Railway is Flathead Lake Lodge at Bigfork, Montana. Located on the Eastern shore of beautiful Flathead Lake, and conveniently reached from Whitefish and Columbia Falls, Montana, on Great Northern's main line, the Lodge is owned and operated by Mr. and Mrs. Lester W. Averill, both of whom are natives of the Flathead Valley area.

The ranch consists of two large hand-hewn log lodges with huge fireplaces and hand-made furniture. Four modern 3-room cottages in knotty pine house families of five persons, and one 4-room cottage

with fireplace, accommodates six to eight. Guest rooms have twin beds, electric lights and baths with hot and cold running water. Tasty food is served family style in the main dining room which seats 150.

The 103-acre ranch lies at an altitude of 2,900 feet. Buildings overlook the lake, mountains and woods. Activities include horseback riding, hiking, fishing, swimming, sailing, boating, dancing, barbecues, steak fries, picnics, ping-pong and hunting. The wilderness country surrounding the ranch abounds with deer, elk, bear, and small game. The regular guest season extends through October, with hunting in early spring and fall.

Nine

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Mid-Century

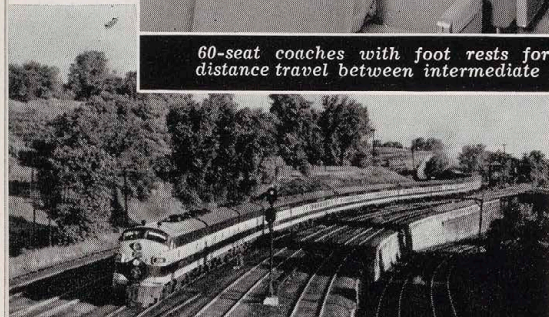
NEWEST ARRIVAL



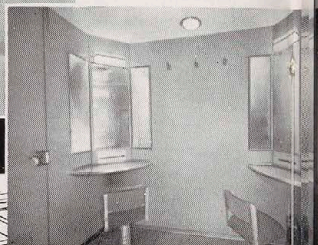
Roomy lounges for men in 60-seat coaches provide complete dressing facilities.



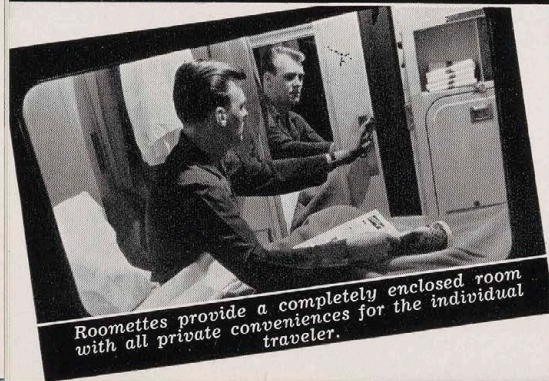
60-seat coaches with foot rests for short distance travel between intermediate points.



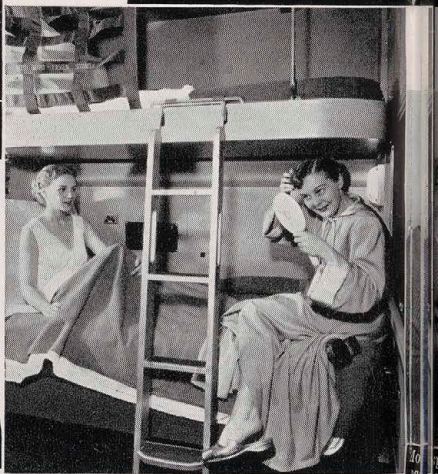
The nation's newest deluxe transcontinental streamliner between Chicago and the Pacific Northwest—The Mid-Century Empire Builder.



Colorful and distinctive lounges for women in 60-seat coaches.



Roomettes provide a completely enclosed room with all private conveniences for the individual traveler.

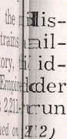


Double bedrooms with private toilet and dressing facilities.

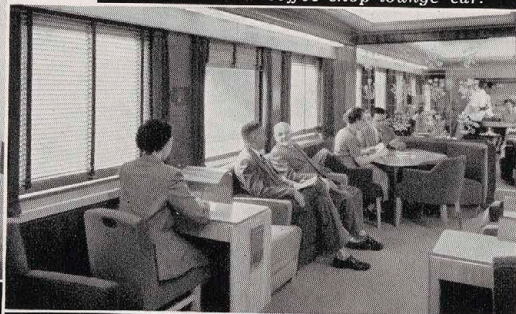
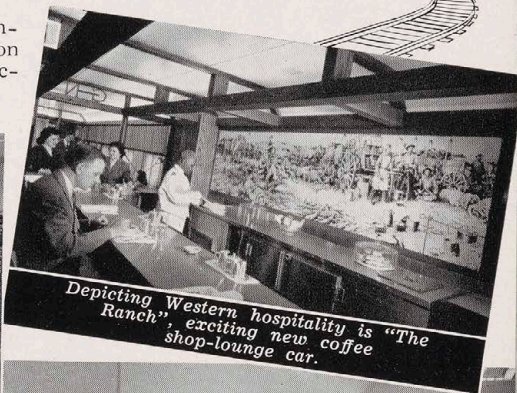
My Empire Builder

WEST D BEST TO AND FROM THE PACIFIC NORTHWEST

tion's fleet of de luxe transcontinental stream-
lined between Chicago and Seattle-Portland on
the Northern Railway inaugurated its spectac-
ular.



48-seat Day-Nite coaches feature reclining, leg-rest seats and spacious dressing lounges.



COMPLETING THE PICTURE...



Seattle Information Centre

A new Civic Information Centre in Seattle, Washington, has been established at Fifth Avenue and Madison Street. Operated by the Seattle Chamber of Commerce, the centre is prepared to serve one and three-quarter million visitors during the 1951 vacation travel season.

The Information Centre will remain in operation until September 15, from 10 AM to 6:30 PM on weekdays; 10 AM to 4 PM on Saturdays; Noon to 4 PM on Sundays.

Hungry Horse Bus Service

Daily summer bus service between Whitefish, Montana, and Hungry Horse Government Town is being provided by Hungry Horse Coach Lines on the following schedule:

Lv. Whitefish	6:50 AM	2:40 PM
Ar. Hungry Horse	7:28 AM	3:23 PM
Lv. Hungry Horse	9:37 AM	4:17 PM
Ar. Whitefish	10:25 AM	5:00 PM

Twelve

NEW EMPIRE BUILDER

(Continued from page 10)

in 45 hours, with daily departures from all terminals.

The fleet, costing nearly \$12,000,000 exclusive of locomotives, consists of five identical diesel-powered streamliners of 15 cars each—a baggage-mail car, a baggage-dormitory car, one 60-seat coach, three 48-seat day-night coaches, a full coffee shop-lounge, a dining car, six sleeping cars and an observation-lounge. Each train has coach and sleeping car accommodations for 333 passengers.

Sharing inaugural honors with the newest Empire Builder on June 3 was its companion train, the Western Star, a new name joining Great Northern's galaxy of streamliners.

Equipment of the present Empire Builder, which went into service just four years ago, makes up the Western Star—with one completely new train added. This fleet of six streamliners takes over the schedule of the Oriental Limited, which has been retired as a Great Northern train name.

Burlington Lines is the route of the Empire Builder and the Western Star between Chicago, Saint Paul and Minneapolis and Great Northern between the Twin Cities and Seattle. Between Spokane and Portland the route is over the Spokane, Portland and Seattle Railway.

In design and construction the new Empire Builder embodies the latest developments contributing to passenger comfort and safety. But the train's most striking innovations are in its unique color and decorative treatment, inspired by the scenery, resources, enterprise and tradition of the Northwest Empire served by Great Northern.

Destined to become one of the most talked-about railroad cars in

(Continued on page 14)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Good Mixer

Jack: "Has your son's college education proved helpful since you took him into your business?"

Smith: "Oh, yes, whenever we have a conference we let him mix the cocktails."

* * *

Pronunciation

A tall, thin cowhand from Texas was conversing with a short, fat old boy at the bar. Suddenly the cowhand smacked the fat boy right on the nose. Bystanders gathered around and asked the fat boy how come he got smacked. He replied, "I dunno! I'm just talking politics with him and he hits me." He was then asked what he had said to incite the Texan. He replied, "I just said Harry Truman had raised taxes." At this juncture the slugger brushed up and profusely begged the fat boy's pardon. "It was all a mistake, podner," he said. "I misunderstood you. I thought for sure you said Truman was raised in Texas."

* * *

Eye, Eye, Eye!

"What are you studying in college now?" asked the fond mother of her son, who was a freshman.

"We have just taken up molecules."

"That's fine. I hope you will like them. I always tried to get your father to wear one, but he couldn't keep it in his eye."

Impressionist

The gal had over-indulged at the party and as she and her boy friend drove along she had an attack of the DT's. "Look! Look!" she screamed. "There's a snake crawling up the glass of the car!" Answered her sophisticated boy friend, "Yah, yah. It's joost vun ov dem vinshield vipers!"

* * *

Finis

Mike: "Has your wife changed very much since you married her?"

Jake: "I'll say so—my habits, my friends and my hours."

* * *

Thought Trend

Mother: "Surely you did something besides eating at the Sunday School picnic."

Johnnie: "Yes, Mom. Afterwards we sang a hymn called, 'We Can Sing, Full Though We Be.'"

On investigation, the hymn turned out to be, "Weak and Sinful Though We Be."

* * *

It's Easier

Boss: "I always pay my income tax all at once."

Secretary: "But you're allowed to pay it quarterly."

Boss: "I know, but my heart can't stand it four times a year."

Thirteen

How To Unbork Cottles

A man had twelve bottles of whiskey in his cellar, and his wife told him to empty the contents of each and every bottle down the sink—or else!

He proceeded with the unpleasant task, withdrawing the cork from the first bottle, and pouring the contents down the sink—with the exception of one glass which he drank. He then extracted the cork from the second bottle and did likewise—with the exception of one glass which he drank. He then withdrew the cork from the third bottle, and emptied the good old booze down the sink—except a glass which he gulped. He then withdrew the cork from the third bottle, and emptied the good old booze down the sink—except a glass which he gulped.

Pulling the cork from the fourth sink, he poured the bottle down the glass and drank it. He then took the bottle from the cork of the next, and drank one sink out of it, and then threw the rest down the glass. He pulled the sink out of the next glass, and poured the cork down the bottle; pulled the next cork from his throat, and poured the sink down the bottle and drank the glass. Then he corked the sink with the glass, bottled the drink, and drank the pour.

When he had everything emptied, he steadied the house with one hand, and counted the bottles, the corks and the glasses with the other, which were 29. To make sure, he counted them again when they came by and got 74; and as the house came by he counted them again, and finally had all the houses and bottles and corks and glasses counted except one house and one bottle which he drank.

Fourteen

NEW EMPIRE BUILDER

(Continued from page 12)

America is "The Ranch", spicily Western coffee shop-lounge, in which has been artistically created the homey, zestful flavor of a rustic Western ranch house. This car is in addition to full dining and observation-lounge cars.

Luxurious sleeping cars have an unprecedented variety of accommodations, including lower and upper berths, single-occupancy roomettes and duplex roomettes, double bedrooms, compartments and drawing rooms. Each bedroom and compartment has a closed-off annex housing private toilet facilities.

Spacious day-nite coaches offer chaise-lounge sleeping comfort at budget cost to overnight coach passengers. Scientifically-designed foam rubber seats are generously spaced to give each passenger an opportunity to stretch out, with leg rests pulling out from the seat ahead.

Throughout the train are unusual decorative pieces which intimately link the Empire Builder with Great Northern territory.

Silhouettes and seals and official flowers of 10 states and two Canadian provinces are used effectively on window panels and carved glass partitions in the observation-lounge. Principal industries are artistically represented in carved glass wing panels in the dining car, and on the end bulkheads of the day-nite coaches are exquisite oil painting reproductions of outstanding Northwest scenic attractions.

Latest mechanical and safety features have been incorporated in the design and construction of the Empire Builder—complete air conditioning, tight-lock coupling of all cars, electro-pneumatic air braking, zone control steam heat with radiant panel heating at windows, to mention a few. Windows are of double-

(Continued on page 17)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Left to right: George F. Hardy, General Freight Traffic Manager, St. Paul; G. F. Smith, General Agent, Toronto; C. E. Finley, Traffic Vice President, St. Paul; W. B. Hartz, Eastern Traffic Manager, New York City.



▲ ARE YOU ME?
No, they're not the famous 'which one has the what-cham-a-call it' twins. Just GN General Agents Ben Culbertson (left), Milwaukee, and Charlie Walker, Boston, who were continually causing some confusion at the 3-day freight traffic department conference because of their look alike appearance.

GN Freight Traffic Department Conference

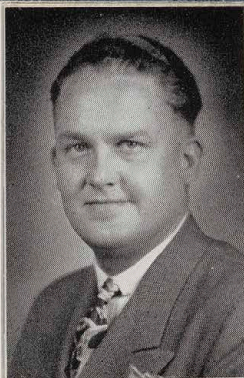
Representatives of Great Northern's Freight Traffic Department from throughout the United States and Canada gathered at the Hotel Saint Paul in Saint Paul, Minnesota, recently for a three-day conference devoted to discussions of traffic matters of a general nature and problems arising from present economic conditions.

The conference was opened with an address of welcome by C. E. Finley, Great Northern's Traffic Vice President, and continued with Geo. F. Hardy, General Freight Traffic Manager, conducting the program.

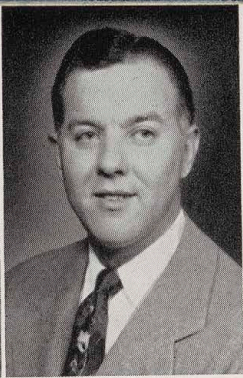
The conference was addressed by

President John M. Budd, Executive Vice President V. P. Turnburke, Charles W. Moore, Executive Assistant, Public Relations-Advertising, E. C. Matthias, Vice President & General Counsel, John A. Tauer, Comptroller, A. N. Crenshaw, Purchasing Agent, P. G. Holmes, Passenger Traffic Manager, John Garing, Right of Way, Land & Tax Commissioner, W. D. O'Brien, Freight Traffic Manager, and V. P. Brown, Assistant Freight Traffic Manager, each of whom outlined the various phases of the work of their respective departments as applied to freight traffic and company activities generally.

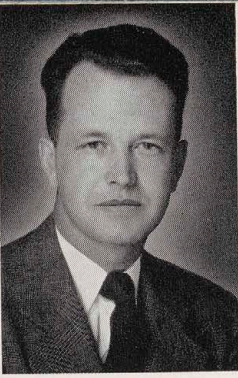
Fifteen



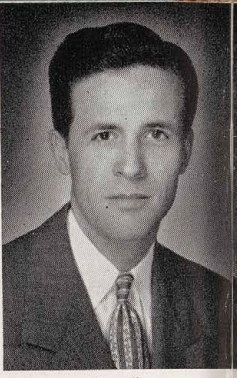
Knos



Johnson



Hand



Graff

GN Traffic Department Changes

Malcolm A. Knos, Great Northern's General Agent at Buffalo, New York, since 1941, has been appointed General Agent at Pittsburgh, Pennsylvania, succeeding the late P. H. Yorke. Mr. Knos joined Great Northern at Buffalo in 1926 as Contracting Freight Agent, and was City Freight and Passenger Agent there before his appointment as General Agent.

Succeeding Mr. Knos as General Agent at Buffalo is Herbert E. Johnson, who has been Traveling Freight Agent at Chicago since 1948. He has been with Great Northern's Freight

Traffic Department in Chicago and Saint Louis since 1941.

Charles L. Hand, City Freight Agent at Chicago since 1948 has been appointed Traveling Freight Agent there. Before joining Great Northern, he held various positions with the Chicago, North Shore and Milwaukee Railway and the Burlington Lines.

H. L. Graff has been named City Freight Agent at Chicago succeeding Mr. Hand. He came to Great Northern in 1936 and served as a clerk, tracing clerk and rate clerk, successively.

GN Train Schedule Changes

Effective June 15, 1951, Great Northern trains Nos. 205 and 206 will be discontinued between Grand Forks and Larimore, North Dakota. These trains will continue to provide daily, except Sunday, service between Larimore and Hannah, North Dakota, on present schedules. Train No. 9, leaving Grand Forks 8:45 AM will make connection with train No. 205 leaving Larimore 10:20 AM, daily except Sunday, for Hannah and intermediate stations. Train No. 9 will make additional stops at Emerado at 9:16 AM and Arvilla at 9:25 AM.

Train No. 206, daily except Sunday, from Hannah and intermediate stations will make connection with train No. 10 at Larimore for passengers going to Grand Forks. Train No. 10 will make additional stops at Arvilla 7:04 PM and Emerado 7:12 PM, arriving Grand Forks 7:35 PM.

Great Northern train No. 4, the Eastbound WESTERN STAR, now leaves Williston, N. D., at 6:25 AM, (CST), Minot at 9:10 AM, Devils Lake at 11:35 AM, Grand Forks at 1:40 PM, Fargo at 3:40 PM, and

(Continued on page 18)

Sixteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

GN Modernizes Equipment

Modernized cars are being assigned to Great Northern passenger trains operating between Saint Paul-Minneapolis and Superior-Duluth. The Gopher and the Badger, which each make a round trip daily between these terminals, already have been assigned reconditioned coaches. Rebuilt parlor cars will be placed in service in August.

The three new coaches in each train have new upholstery, floor coverings, heat controls and decorations. Each is air-conditioned, has 58 reclining seats, double-pane clear vision windows and is equipped with roller bearing trucks.

Parlor cars, one for each train, are now being modernized. These will have parlor sections for 26 passengers and table-lounge sections seating ten. Interior equipment is new, including revolving lounge chairs in the parlor sections and stainless steel buffets. These cars will also be air-conditioned, have double pane glass for clear vision irrespective of weather, and will be equipped with roller bearings.

One parlor car is to be named "Twin Cities" and the other "Twin Ports". Saint Paul and Minneapolis scenes will appear in a large montage in the "Twin Cities" while Duluth and Superior will be featured similarly in the "Twin Ports".

NEW EMPIRE BUILDER

(Continued from page 14)

pane shatterproof glass, both heat and glare resistant. Electro-pneumatic "feather touch" vestibule doors are opened easily.

The Empire Builder name, one of the most famous in railroading, honors the memory and achievements of James J. Hill, Great Northern's founder and guiding genius for many years and known the world over as "The Empire Builder".

Railroad Hour



Miss Warenskjold

The Railroad Hour, sponsored by the Association of American Railroads, on July 2, will present a new and novel idea in summer programming. Each Monday evening during the summer on NBC, baritone Gordon MacRae and soprano Dorothy Warenskjold will co-star in original dramatic stories based on the best-loved tales of literature and folklore, with songs and music of the period.

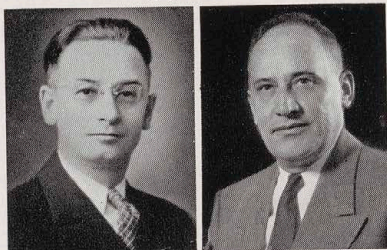
The talented Miss Warenskjold made her debut with the San Francisco Opera Company and has since appeared as soloist with leading symphony orchestras and as a guest on major radio programs, including the Railroad Hour. She sings in French, Italian, German, Russian, Spanish, Portuguese, Norwegian and Danish in addition to English, and is an accomplished violinist and pianist.

The regular series of Railroad Hour programs will continue through June.

Seventeen

THE STREAMLINED MID-CENTURY EMPIRE BUILDER

GN Appointments



Hemmesch

Rasmussen

Ralph H. Hemmesch, Superintendent of Great Northern's Klamath Division since 1948, has been named Superintendent of the Dakota Division with headquarters at Grand Forks, North Dakota. Mr. Hemmesch joined the railway in 1913 as a station helper at Osakis, Minnesota. He served as operator, dispatcher, trainmaster and rules examiner until his appointment as Superintendent of the Klamath Division.

Charles M. Rasmussen, who succeeds Mr. Hemmesch as Superintendent of the Klamath Division, came to Great Northern as a laborer in 1924. Prior to his appointment of the Klamath Division, he was trainmaster on the Mesabi Division, with headquarters at Kelly Lake, Minn.

Correction

In an item in the May, 1951, Goat concerning Great Northern daily except Sunday passenger service between the Twin Cities and Sioux Falls, South Dakota, leaving and arriving times at Saint Paul and Minneapolis were inadvertently transposed.

The correct schedule is as follows: Southbound train leaves Saint Paul 9:00 PM, leaves Minneapolis 9:55 PM, arrives Sioux Falls 8:30 AM. Northbound train leaves Sioux Falls 6:50 PM, arrives Minneapolis 7:05 AM, arrives Saint Paul 7:40 AM.

Eighteen

GN SCHEDULE CHANGES

(Continued from page 16)

Moorhead at 3:48 PM, 15 minutes earlier than heretofore, arriving Minneapolis at 9:20 PM, St. Paul at 9:55 PM.

Train No. 27, Westbound Fast Mail, now leaves Fargo at 3:00 PM, ten minutes earlier than heretofore.

Spokane, Portland & Seattle Railway train No. 4, the Eastbound Western Star between Portland, Oregon, and Spokane, Washington, now leaves Portland at 9:15 PM, fifteen minutes later than heretofore. Arrival time at Spokane remains at 6:50 AM.

SP&S train No. 2, the Eastbound Empire Builder between Portland and Spokane, now arrives Spokane at 10:45 PM, ten minutes earlier than previously.

Great Northern train No. 361, the streamlined International between Vancouver, British Columbia, and Seattle, Washington, now leaves Vancouver 6:15 PM, arriving Seattle 10:10 PM, both 10 minutes earlier than heretofore.

GN Safety Campaign

A special "No Accident" campaign conducted during May among Great Northern's more than 30,000 employees, produced the lowest reportable accident ratio in more than twelve years, according to C. L. LaFountaine, the railway's General Safety Supervisor.

Only ten reportable accidents, none of which was fatal, occurred to employees over the 8,000-mile system during May 1951, compared with 27 reportable accidents in April this year, and 22 in May, 1950.

Great Northern employees worked approximately five and one-half million man hours during May 1951, with a rate of 1.80 casualties per million man hours worked, lowest since March 1939.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1951, are: Nelson J. Courteau, section foreman, Rogers, Minn.; Marion Dawson, custodian, Thompson, N. D.; Meador Gilboe, conductor, Grand Rapids, Minn.; Alton W. Jackson, train dispatcher, Grand Forks, N. D.; Nels Martinson, agent, Fremont, Neb.; Charles F. Schumaker, engineer, Superior, Wis.; George Young, locomotive engineer, Binford, N. D.

Members reported pensioned during May, 1951, are: John J. Bednorz, engineer, St. Paul, Minn.; Joseph J. Click, engineer, Williston, N. D.; Torgrim Evenson, carman, St. Paul, Minn.; Joseph R. Gusinda, agent & telegrapher, Roscoe, Minn.; Harry W. Green, ticket agent, Spokane, Wash.; Sayle Johnson, brakeman, Spokane, Wash.; Alexander H. Mootz, switch foreman, Minneapolis Junction, Minn.; Thomas F. McGraw, conductor, Willmar, Minn.; Emil V. Olson, B & B foreman, Minot, N. D.

Whittlesey House, 330 West 42nd Street, New York City, a division of the McGraw-Hill Book Company announces publication of "The Railroad Cat", a collection of railroad-animal stories for children by Freeman H. Hubbard. Illustrations are by Kurt Wiese.

P. G. Pagel, Great Northern Auditor Car Records, Saint Paul, has been appointed Auditor Mechanized Accounts. D. G. Peterson succeeds Mr. Pagel as Auditor Car Records. George Waskey and H. S. Hazen have been named Assistant Auditors Mechanized Accounts.

* * *

Paul E. Spaeth has disposed of his interest in the Methow Valley Guest Ranch at Winthrop, Washington. The new owner will not operate the property as a Dude Ranch.

* * *

Freight loss and damage reported by member carriers of the AAR for 1950 totaled \$88,956,700, a decrease of \$24,888,012 or 21.9% under 1949. Ratio of loss and damage charges to gross freight revenue for U. S. railroads was 1.08% compared with 1.55% in 1949.

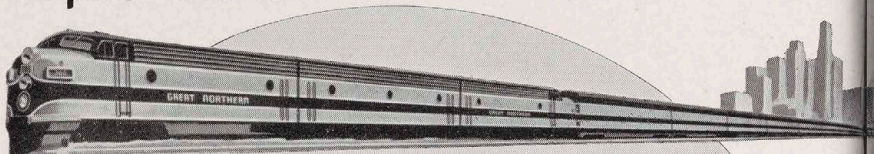
* * *

Former Superintendent H. A. De Veber of Waterton Lakes National Park in Canada has been transferred, to an administrative position in the parks branch at Ottawa. James Henry Atkinson, former Superintendent of Prince Edward Island National Park, succeeds Mr. DeVeber at Waterton.

Nineteen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

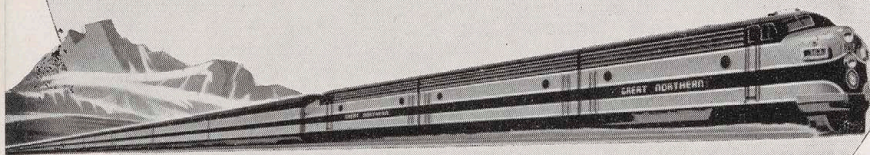
New Mid-Century
Empire Builder



Great Northern's 2 Great Trains



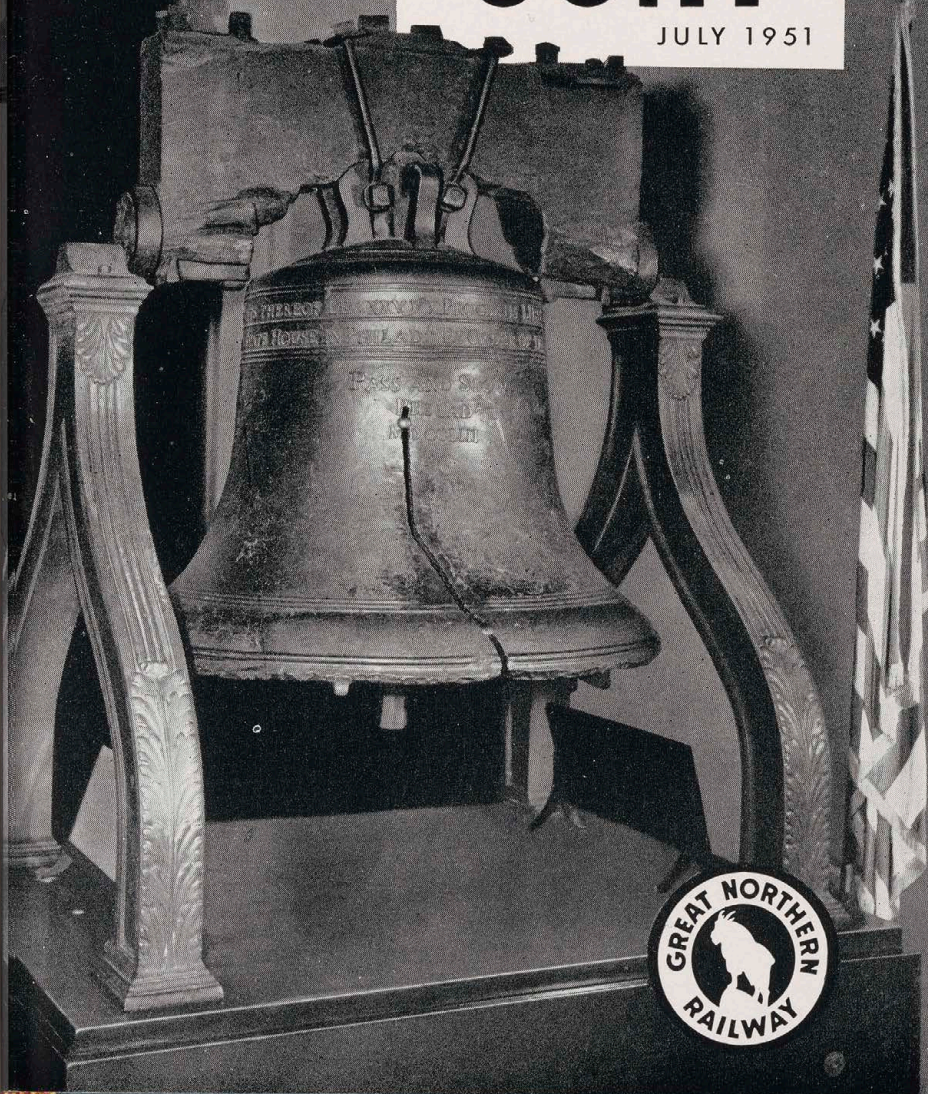
The Streamlined
Western Star →



Streamliner Service twice a day, each way, between
*Chicago and Seattle-Portland via
St. Paul, Minneapolis, Spokane*

The Great Northern **GOAT**

JULY 1951



NORTHERN
WAY

een

U.S.A



The first contingent of 100 St. Cloud Cubs board the Red River for the trip to St. Paul.

ST. CLOUD, MINNESOTA

Cub Scouts

RIDE GN RED RIVER STREAMLINER



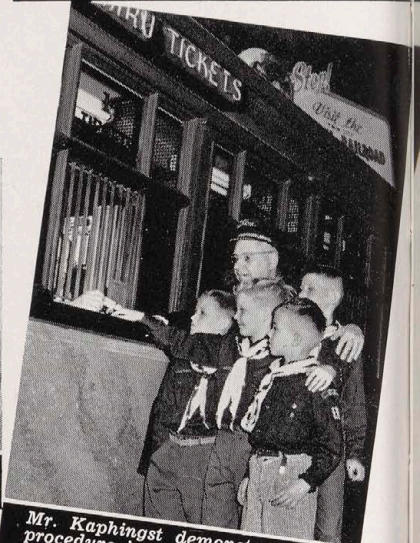
Scout Executive W. R. Dukelow and four tired Cubs relax in the Red River lounge on the home-bound trip.



Scout Executive Dukelow extends thanks to Travel Instructor Kaphingst for his cooperation.



GN Engineer Fred Branch explains diesel operations to Scouts Hall, Mockenhaupt, Manthey and Timmers.



Mr. Kaphingst demonstrates the procedure in purchasing railway tickets.



Den mothers were as interested in the model railroad as were the Cub Scouts.

Cub Scout Railroad Month

During the recent national observance of Cub Scout Railroad Month, Cub Scouts throughout the United States devoted their meetings and activities to the study of American railroads and railroading. Teacher's kits, teaching aids, literature and other material was supplied to Den Leaders by the Association of American Railroads and terminal lines in many cities. In some localities field trips to railroad shops and other railroad facilities were scheduled.

The month-long program is estimated to have reached some 2,000,000 individuals including 823,000 Cub Scouts, 100,000 adult Den Leaders and large groups of interested parents.

Cub Scouts of the Saint Cloud, Minnesota, area climaxed the month of activity with trips to St. Paul, Minnesota, on Great Northern's streamlined Red River, which operates on a daily round trip schedule between Grand Forks and Fargo, North Dakota, and the Twin Cities of Minneapolis and St. Paul. During a single week, 405 Cub Scouts made the trip escorted by W. R. Dukelow, Scout Executive of the Central Minnesota Council, Boy Scouts of America, with Boy Scouts and Den Mothers assisting.

The groups boarded the Red River at St. Cloud shortly before 12:30 p.m. on four days during the week arriving in St. Paul at 2:00 p.m. Arthur H. Kaphingst, veteran Union Depot Gateman and official Travel Instructor to thousands of school children greeted the Cubs as they stepped off the train before taking them on two-hour conducted tours of the Union Depot, which covered every phase of passenger trains operations.

First stop on the tour was at the Twin City Model Railroad Club's extensive miniature train exhibit located in the St. Paul Union Depot. This elaborate display of operating scale model trains is valued at over \$50,000 and features many model "name" trains including Great Northern's streamlined Empire Builder. Operation of switches, signals, controls and safety devices was explained to the groups.

At other stops during the tour the Cubs learned of the various services available to travelers such as the Traveler's Aid, the sending of telegrams, checking baggage, using baggage lockers, purchasing tickets and obtaining information concerning the arrival and departure schedules of trains.

Travel Instructor Kaphingst closed his lecture tours by conducting oral tests to determine to what extent the Cubs had benefited from his talks. The Cubs promised that as Scouts they would not play on railway property and would cross tracks only after looking carefully in both directions for oncoming trains.

After the tours and until departure time for the homebound trips, the Cubs were on their own under the supervision of the Den Mothers and Boy Scouts. Some Dens took short hikes into downtown St. Paul while others spread out their lunches on the depot lobby floor and ate picnic style.

Assisting in the planning and organizing of the St. Cloud Cub Scouts trips to St. Paul were John H. Boyd, Great Northern's trainmaster at St. Cloud, who is chairman of Scouting in the St. Cloud area, Yardmaster F. H. "Sam" Fearon, Switch Foreman Clarence Latzka, and several other Great Northern Railway employees in St. Cloud.

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



VOL. 21

July, 1951

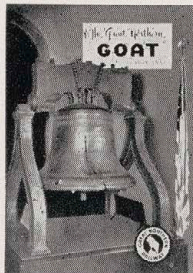
No. 7

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



"Proclaim Liberty throughout the land unto all the inhabitants thereof."

Photo by Louis C. Williams, Evanston, Ill.

Four

Freedom Needs You!

When the Founding Fathers framed the Declaration of Independence, they pledged their lives, their fortunes and their sacred honor to endow all Americans with life, liberty and the pursuit of happiness.

That endowment has stood steadfastly against the ravages and buffetings of selfish men throughout a century and three-quarters. It has stood fast against the excesses, the waste and the passions of many wars. It has withstood political scandals and organized banditry in almost every decade since the inception of the Republic.

In fact, that sacred charter of American Liberty has proven such a staunch bulwark against the corrosive influences of human evil that we for whom it was written have foolishly forgotten that it cannot stand alone. The Freedom it pledges is certainly everybody's right, but the integrity to keep it must be everybody's job.

That job is one at which every single one of us must work, and work hard. The task is assigned equally to those of us who walk alone and to those who travel with a vast crowd. For, just as in 1776, these truly are the times that try men's souls.

And, how can you and I and Friend John help at a time when peril is crowding us on a global scale from without and a community scale from within? What can the lonely individual do against these tremendous odds?

He can start by re-claiming the precious heritage bequeathed to him 175 years ago. He can join with 150 million Americans in thought and prayer and speech to Re-Declare a great Nation's Independence from the aggressive forces of Evil and its Dependence upon a kind and bountiful God.

THE STREAMLINED EMPIRE BUILDER

others
epen-
their
or to
lib-
less.
stead-
but-
out a
It has
s, the
many
litical
try in
the in-
ter of
such
the cor-
il that
have
cannot
pledges
at, but
ust be
every
k, and
assigned
to walk
el with
in 1776,
that try
I and
e when
global
community
can the
st these
ing the
d to him
with 150
ght and
eclare a
ce from
l and tis
d boun-



GN's General Manager of Lines West, I. E. Manion, center, officiated at Seattle christening ceremonies with Conductor John James and Engineer A. H. Standrud.



The first new Empire Builder out of Portland was christened by Engineer Rudolph Wachter, with H. W. Shields, J. S. Monahan, J. C. Moore, Conductor Ray Ryan, all of SP&S, and Charles J. Keenan of the American Topical Assn., looking on. ➤



GN Western Terminals Celebrate Inaugural Eastbound Runs of New Empire Builder

Coinciding with christening ceremonies held in Saint Paul, Minnesota, on June 3, inaugurating the first Westbound trip of Great Northern's new streamlined Empire Builder, were similar ceremonies conducted in Seattle, Washington, and Portland, Oregon, Western terminals, marking the initial trip of the first new Eastbound streamlined Empire Builder.

The Portland-Spokane section of the Empire Builder leaves Portland daily at 3:00 PM, via the Spokane, Portland & Seattle Railway, a Great Northern subsidiary, arriving Spokane at 10:45 PM, where it is combined with the main Empire Builder leaving Seattle at 3:00 PM daily, arriving Spokane at 11:00 PM.

Leaving Spokane at 11:30 PM, the Empire Builder proceeds Eastward via Great Northern to Minneapolis, Saint Paul and via the Burlington to Chicago.

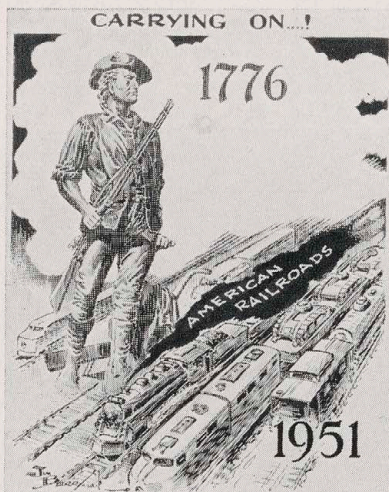
Officiating at the Seattle ceremonies held at the King Street Station was I. E. Manion, General Manager of Great Northern Lines West. Veteran engineer A. H. Standrud performed the honors by breaking a bottle of blended water, obtained from streams near the Western and Eastern portals of the Cascade tunnel, over the polished orange and green nose of the diesel locomotive.

At Union Station in Portland, Ralph Wachter, engineer, used a traditional bottle of champagne in

(Continued on page 6)

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Spokane-Trail-Nelson, B. C. Passenger Service

Passenger bus service between Spokane, Washington, and Nelson, British Columbia, is furnished by the Auto Interurban Bus Company between Spokane and Trail, B. C., and between Trail and Nelson, B. C., by Western Canada Greyhound Lines, on the following schedule:

Northbound			
Lv. Spokane	8:00 AM	2:00 PM	
Ar. Trail	12:30 PM	6:30 PM	
Lv. Trail	2:30 PM	6:30 PM	
Ar. Nelson	4:20 PM	8:20 PM	
Southbound			
Lv. Nelson	7:00 AM	11:30 AM	
Ar. Trail	8:50 AM	1:20 PM	
Lv. Trail	9:00 AM	3:00 PM	
Ar. Spokane	1:30 PM	7:45 PM	

Rail tickets reading via the Great Northern Railway are honored on bus lines between Spokane and Nelson, B. C., and intermediate stations.

Six

Puget Sound SS Service

The State of Washington recently took over the operation of ferries between Seattle and Bremerton, Washington, formerly operated by the Puget Sound Navigation Company (Black Ball Line). Rail tickets destined to Bremerton are routed from Seattle via Washington State Ferries, which operates 22 round trips daily at 30-minute intervals commencing at 5:45 AM.

The Black Ball Line continues to operate between Seattle and Victoria, British Columbia, and between Port Angeles, Washington, and Victoria, on the following schedules which are in effect daily through September 30.

11:45 PM	Lv. Seattle	Ar. 9:30 PM
7:15 AM	Ar. Victoria	Lv. 5:15 PM

Northbound

Lv. Port Angeles	6:00 AM	10:30 AM	3:00 PM
Ar. Victoria	7:15 AM	11:45 AM	4:15 PM

Southbound

Lv. Victoria	8:15 AM	12:35 PM
Ar. Port Angeles	9:30 AM	1:50 PM

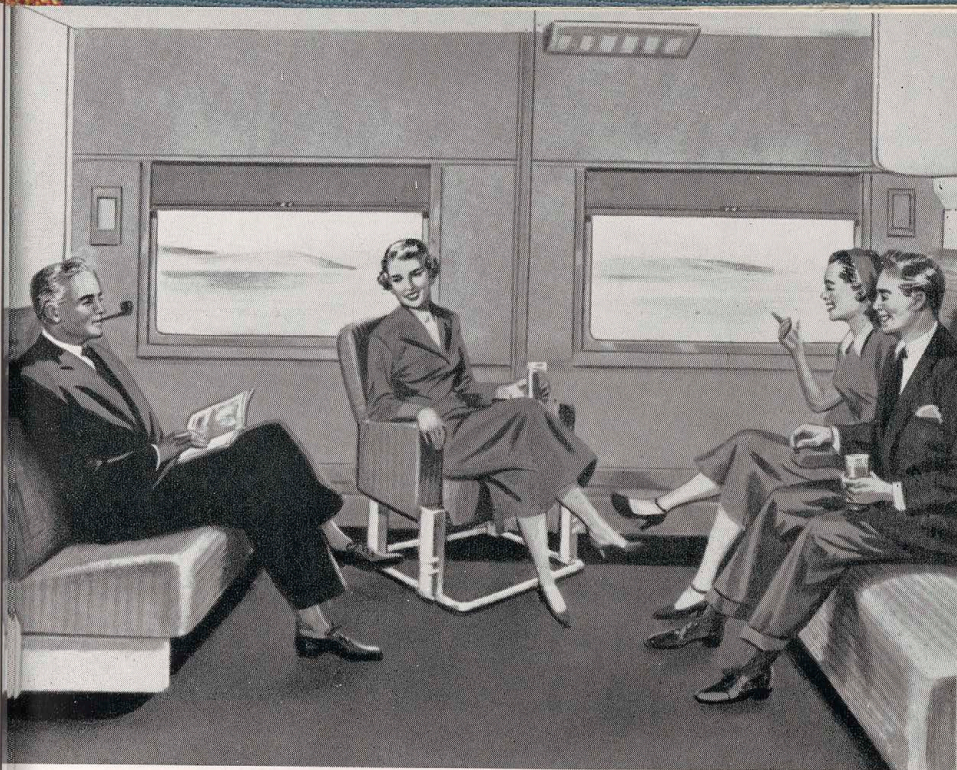
EMPIRE BUILDER

(Continued from page 5)

performing the ceremony while officials of the Spokane, Seattle & Portland, and Great Northern Railways looked on. The Empire Builder and other Great Northern trains travel between Spokane and Portland over the rails of the SP&S.

The ceremonies at Portland were conducted by Charles J. Keenan, secretary of the Casey Jones Railroad Unit, American Topical Association, which promotes railroad stamp collecting. Arrangements were made with the organization to make cacheted covers available to collectors commemorating the inaugural runs of the Empire Builder and its companion streamliner the Western Star.

THE STREAMLINED WESTERN STAR



Streamlined perfection, luxury and comfort in a drawing room suite.

Drawing Rooms on the New Empire Builder

Congenial daytime living with sleeping privacy are afforded in drawing rooms on Great Northern's new streamlined Empire Builder. For business groups, larger families or two-family groups, a drawing room suite combines spacious living by day and separate rooms at night.

Each drawing room suite contains a large sofa, window seat and movable lounge chair, with ample space for entertaining or business conferences. At night, a folding steel wall may be moved into place, if desired, forming two completely pri-

vate rooms, each with full size lower bed and upper berth, each with its own toilet, washstand and dressing facilities.

Six other types of modern Pullman sleeping car accommodations are available on the new streamlined Empire Builder—compartments, bedrooms, roomettes, duplex-roomettes, lower and upper berths.

Note to ticket sellers and reservation bureaus: Some misunderstanding has occurred because of the new two-letter designations of drawing

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Summer Fun in Minneapolis

The Minneapolis Aquatennial began calling itself the world's greatest summer festival 12 years ago, and the thousands of tourists who vacation in Minnesota during Aquatennial time will concur in that statement.

Festival dates this year are July 20 through 29, with emphasis on a 10-day program of water sports. The 22 lakes and 15 swimming beaches within the Minneapolis park system fit into the Aqua program of outboard and inboard powerboat races, fishing derbys, water skiing, rowing and sailing regattas, swimming marathons and lakeshore music festivals.

The festival begins officially with the end of the 450-mile Paul Bunyan Canoe Derby down the Mississippi river from the source, near Bemidji, to Minneapolis, head of navigation, July 13 to 20. This rugged test of skill, speed and stamina draws teams from throughout the nation and Canada.

Climax of the holiday funfest is the coronation of the Queen of the Lakes, July 27. Forty of the State's loveliest young women will compete for the honor of reigning over the "Land of 10,000 Lakes" in 1952. The candidates participate in all festivities, with final judging on Coronation night.

All age groups participate in Aquatennial events. Left-handed golfers and horseshoe pitchers stage special tournaments. Children's Day will feature the Lone Ranger, in person, with his famous horse Silver. Parades, visiting celebrities and the spectacular Aqua Follies round out a program that has made the Aquatennial one of the top vacation attractions anywhere.

Eight

Luther League Travels GN

Two special Great Northern trains transporting approximately 900 young people from Minnesota and North Dakota to the International Luther League Convention in Seattle, Washington, were appropriately named the "Lief Ericson" and the "Lutheran". Other groups made the trip on the railway's streamlined Western Star and Empire Builder.

Traveling via Great Northern enabled the youthful delegates of the Evangelical Lutheran Church to make stop-off trips through Glacier National Park in Montana. Some groups also visited Victoria, British Columbia, traveling between Seattle and Victoria via Canadian Pacific steamer.

Luther Leaguers used a variety of ways to earn money for their transportation. Some served dinners, others sponsored concerts while still other groups sold soap and shoveled snow.

Marcus Gravdal of Milnor, North Dakota, a student at Luther Theological Seminary in Saint Paul acted as transportation director for the 14th biennial convention of the youth organization.

A pastor was in charge of each special train, with a pastoral counselor in each passenger car. Morning and evening devotions were a part of the daily schedule en route.

DRAWING ROOMS

(Continued from page 7)

room suites on the new Empire Builder, which are actually combinations of compartments and bedrooms. Drawing rooms are designated as "BC", "CD", or "FG", depending upon the car in which they are located. The letters should not be separated by a dash or hyphen.

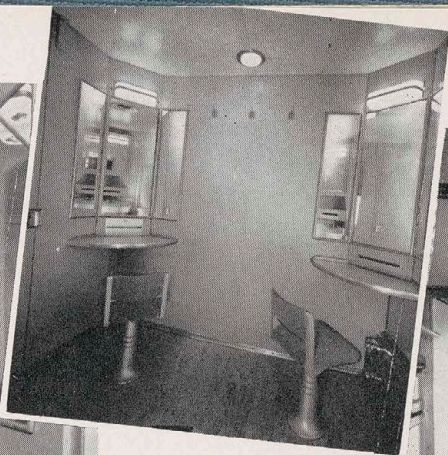
GN

rains
900
and
onal
seat-
ately
the
the
lined
er.en-
of the
a to
acier
Some
ritish
attle
acificty of
rans-
iners,
they
still
veledNorth
Theo-
acted
r theeach
coun-
Morn-
ere a
route.Empire
mbina-
bed-
desig-
"FG",
which
should
ish or

Above: Women's spacious lounge in 60-seat coaches.

Left: Triple mirrors, another refinement in women's lounges.

Right: Each 48-seat coach has two complete lounges for women.



For the Ladies on GN's New Empire Builder

From the time father and son get together over their first train under the Christmas tree it is generally assumed that only the men in the family are interested in railroading.

In reality, women register even more enthusiasm than men travelers when they inspect the nation's newest streamliner, the Empire Builder, which began service June 3 on Great Northern's route between Chicago and Seattle-Portland. They are the first to notice that the needs of women and family groups have inspired many of the improvements which are introduced in this fleet of five ultra-modern streamliners.

Facilities which make it easy to stay fresh and well-groomed have been thoughtfully planned for every type of accommodation on the Empire Builder. An extra lounge for

women is added in the economy Day-Nite coaches, so that two such spacious rooms in each car avoid crowding. Curtained alcoves in each lounge provide private dressing space.

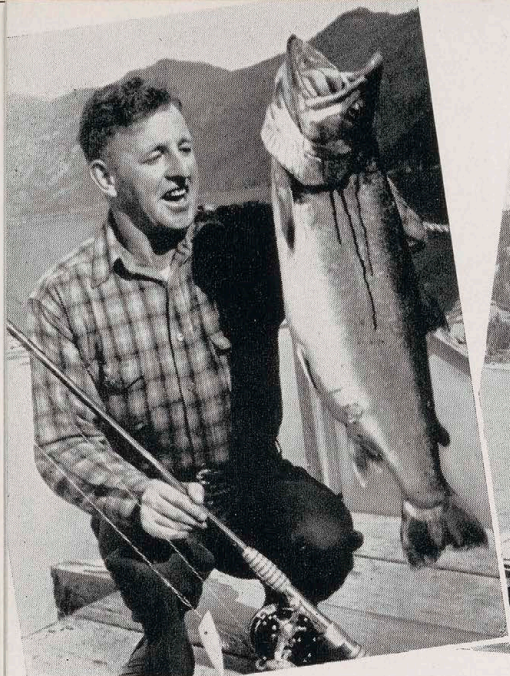
In both coaches and Pullman sleeping cars the feminine traveler will be delighted by the generous space given to shelves for luggage and parcels, full-length mirrors, make-up tables with natural fluorescent light over triple mirrors. Enclosed wardrobes, toilets and shoe lockers in the roomettes, bedrooms, compartments and drawing rooms keep each room uncluttered and all clothing neat and wrinkle-free.

Other refinements in design make travel on the new Empire Builder more comfortable. In the dining

(Continued on page 16)

Nine

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Record catch on opening day was a 22½-lb. Dolly Varden trout by Wayne Ebbets. Ross Hall photo.



Fishermen and fisherwomen combined picnicking and angling on a power-freight barge. Ross Hall photo.

Lake Pend Oreille In Northern Idaho

"Kamloops and Kokanee Day" recently marked the opening of the 1951 fishing season at Northern Idaho's big Lake Pend Oreille with celebrations in the city of Sandpoint and other lakeside communities.

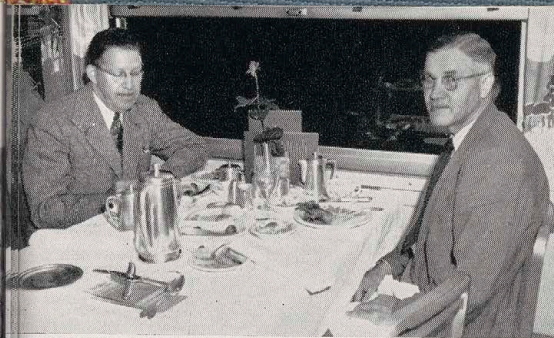
Local sportsmen, are of the opinion that 1951 could well be a banner year for anglers at Pend Oreille, the largest, deepest lake in the Pacific Northwest. Of the two fish for which Pend Oreille is most famed, the Kamloops rainbow trout and the Kokanee blueback salmon, there is ample evidence that the Kokanee is as abundant as ever. The Idaho Fish and Game Department still has seen no reason to impose a bag or possession limit on the species.

Ten

As for the big rainbows, sponsors of the Kamloops project point out that anglers should start harvesting a crop from the first postwar planting in 1946. The Kamloops doldrums of the past three seasons was directly due to the fact that there were no plantings during the war years. The 1946 fish will come of "big fish age" (five years) in the season ahead. The original planting of 1941 fish reached a peak in 1946 and 1947, at the ages of five and six.

Bag limits remain the same and non-resident license fees are unchanged from the \$3 for five days tourist license and \$10 for a season license.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Above, left to right: Fran X. Cretzmeyer, Iowa, and Donald B. Canham, Michigan.



Lower left: Frank Hill, Northwestern; Larry M. Snyder, Ohio State; Leo T. Johnson, Illinois.

Upper left: Gordon R. Fisher, Indiana, and Karl A. Schladaman, Michigan State.

Aboard the Empire Builder

A group of fifty track athletes and coaches representing colleges and universities of the Big Ten Western Conference recently traveled on Great Northern's new streamlined Empire Builder from Chicago en route to the 30th Annual Championship Track and Field Meet of the National Collegiate Athletic Association held at Seattle, Washington, June 15-16. Sixty-seven schools from across the nation were represented with 273 individual participants in the various events.

This year marks the first time that the NCAA Championship Meet

has been held in the Pacific Northwest. Meeting place in 1950 was the University of Minnesota at Minneapolis.

Big Ten coaches making the trip on the Empire Builder included Frank Hill, Northwestern; Larry M. Snyder, Ohio State; J. Riley Best, Wisconsin; Leo T. Johnson, Illinois; Gordon R. Fisher, Indiana; Fran X. Cretzmeyer, Iowa; Donald B. Canham, Michigan, and Karl A. Schladaman, Michigan State. Chic Werner, track coach of Pennsylvania State College, accompanied his Big Ten colleagues.

Eleven

THE STREAMLINED EMPIRE BUILDER

Aboard the Empire Builder



Agony Four, on locomotive of the new Empire Builder, prior to its maiden East-bound run out of Portland, Oregon.

Among the distinguished passengers on the inaugural Eastbound trip of the new streamlined Empire Builder which left Portland, Oregon, on June 3, were members of the "Agony Four" quartette, Northwest champion barbershop vocalists. The group traveled GN en route to Toledo, Ohio, to compete in the national contest sponsored by the Society for the Preservation and Encouragement of Barber Shop Quartette Singing in America.

The "Agony Four" which was rated tops in territory which includes Oregon, Washington, Western Canada and part of Montana, is composed of Jerry Robison, tenor; Bob Blair, lead; Joe Einwaller, baritone, and Bob Day, bass.

Twelve

Hiking in Glacier Park

Regularly scheduled hiking trips are conducted in Glacier National Park in Montana during July and August by the Park's Ranger-Naturalist Service under the direction of M. E. Beatty, chief park naturalist.

Two of the most spectacular hikes are to Sperry and Grinnell Glaciers. The trek to Sperry, a 300-acre block of ice, starts from Lake McDonald Hotel at 8:00 am every Thursday with a 6-mile jaunt to Sperry Chalets in the mountains. Overnight is spent at the chalets and on Friday morning the 2½-mile hike to Sperry Glacier is made. Rocky Mountain goats are often seen in this area within easy camera distance.

Hikes to Grinnell Glacier are scheduled every Monday, Wednesday and Friday leaving Many-Glacier Hotel at 8:15 am. Half of this 12-mile one day trip can be made by boat if desired.

While most of the hikes are to small mountain lakes, such as Two Medicine and Twin Falls, a combination boat and trail trip, there are jaunts every Tuesday, Thursday and Saturday from Swiftcurrent Store to Iceberg Lake. Two of the hikes feature wildflowers along the Garden Wall and from Siyeh bend on Sun Highway to Preston Park.

A series of "Wilderness Trail Trips", hiking tours, to spectacular areas not served by highways in Glacier National Park are also conducted by H. Frank Evans, a former ranger-naturalist of the National Park Service. All camping equipment is furnished and the hiking parties are accompanied by a cook and camp assistants.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Tempestuous

A lady brought a parrot from a pet store, only to learn that it cursed every time it said anything. She put up with it as long as she could, but finally one day she lost her patience.

"If I ever hear you curse again," she declared, "I'll wring your neck."

A few minutes later, she remarked rather casually that it was a fine day. Whereupon the parrot said, "It's a hell of a fine day today." The lady immediately took the parrot by the head and spun him around in the air until he was almost dead.

"Now then," she said, "It's a fine day today, isn't it?"

"Fine day!" sputtered the parrot. "Where the hell were you when the cyclone struck?"

* * *

What Activity!

"Is there any night-life in your town?"

"Oh, yes. Every once in a while a member of our lodge dies and we sit up with the corpse!"

* * *

It's Murder!

"Darling," asked the young bride after serving her first meal at home, "what will I get if I cook you a dinner like this every day for a year?"

"My life insurance. And it won't take a year."

Self Deduction

A boss had to lay off Pat. To avoid argument, he put the discharge in writing. A week later he saw Pat back at his job. Going to the Irishman, he demanded fiercely:

"Didn't you get my letter?"

"Yis, sur. Oi did," said Pat.

"Didn't you read it?"

"Sure Oi read it inside and outside. On the inside ye said I was fired and on the outside ye said 'Return to the Speedy Transfer Company in five days.'"

* * *

Confusion

Agent (to newly rich client, engaging talent for her "At Home")—What about Madame D'Oprano?

Client—Is she good?

Agent—Good? Why, she's a great virtuoso.

Client—Never mind about her morals. Can she sing?

* * *

They Do?

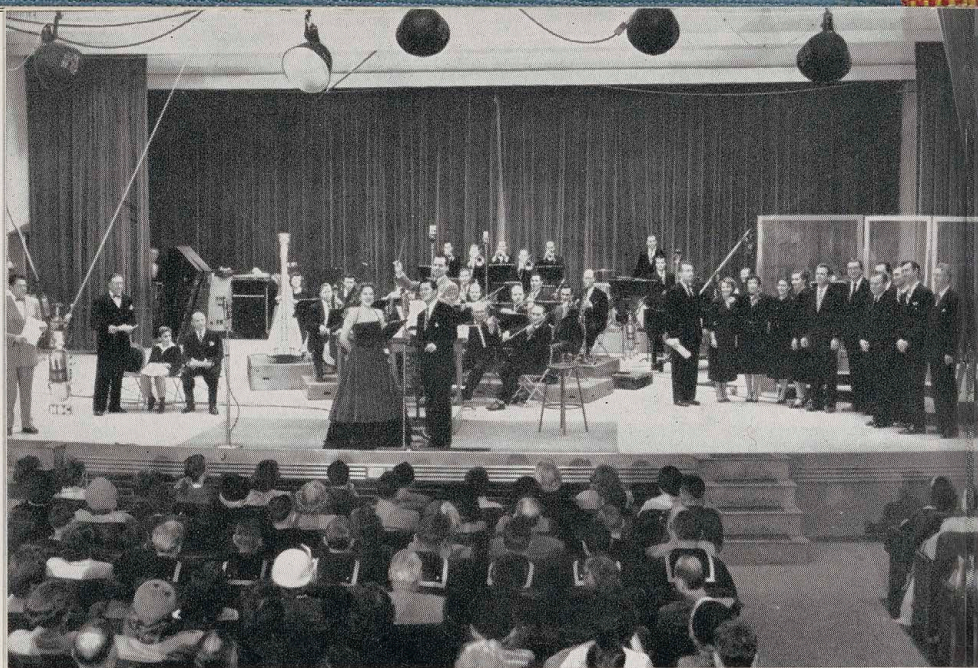
"I'll order a pork chop," said the diner, "and make it lean." "Yes sir," replied the waitress, "which way?"

* * *

Ouch!

Mother—"Now, Junior, be a good boy and say 'Ah' so the doctor can get his finger out of your mouth."

Thirteen



Railroad Hour Cast.

Summer Railroad Hour

The Railroad Hour, heard by millions each Monday evening throughout the year, has long been acclaimed as one of the most appreciated musical programs on the air. Sponsored by the Association of American Railroads, the show originates from the Hollywood studios of the National Broadcasting Company.

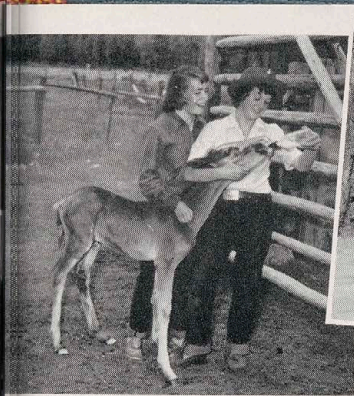
In the accompanying illustration, announcer Marvin Miller, whose voice is familiar in millions of homes throughout America, stands at the extreme left. To Miller's right are members of the cast who have speaking or singing parts. At the center stage microphone are Vivien

della Chiesa, guest star of the evening, and Gordon MacRae, popular baritone star of the show. Directly behind MacRae is Carmen Dragon, who arranges the music for each performance and directs the orchestra. At the right of the orchestra, with paper in hand, is Norman Luboff, choral director and his group of singers. Many members of the chorus and orchestra are gifted soloists.

During the summer months, Railroad Hour programs will feature Gordon MacRae and Dorothy Warenskold, popular young opera, concert, television and radio personality, in original dramatic musical stories.

Fourteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Upper left: Shining Mountain dudettes give a colt one of his first meals.

Lower left: Ranch boasts a string of fine Western riding horses.

Upper right: Romance of the old West lingers on at Shining Mountain.

Lower right: Each girl is taught to saddle, bridle, and care for her own horse.

Shining Mountain Ranch in Montana

On the Western slope of the Montana Rocky Mountains where summer days are warm and bright and nights are crisp and cool, Shining Mountain Ranch for girls from 10 to 18, offers real Western ranch living.

Shining Mountain Ranch, now in its 27th season, is operated by Mrs. Florence Rogers Cassill, and is located at Marion, Montana, near Kalispell on the Great Northern Railway. Enrollment is limited to 50 girls for each of two scheduled vacation periods, the first now in progress and the second from July 27 to August 24.

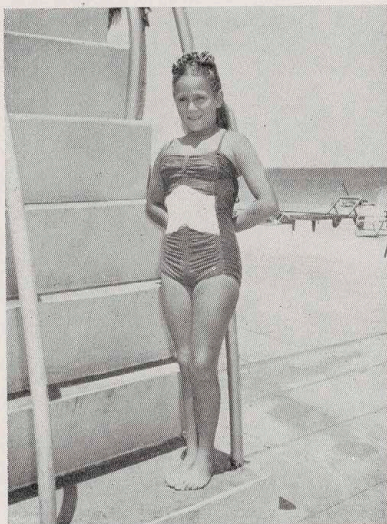
The ranch program follows no rigid routine, and although it is diversified, horseback riding is of principal interest. There is always exploring to be done, parties and stunts to be planned, craft projects, swimming, pack trips, rodeos, and trips to Glacier National Park. The regular ranch work is forever interesting. Haying, breaking and branding are part of the daily program.

Each girl is given a horse which is hers exclusively during her stay at the ranch. Short rides are taken at first, then longer rides and overnight trips. As the summer pro-

(Continued on page 18)

Fifteen

Seattle Seafair



Marion Parks, America's youngest high diving champion, will perform with the Aqua Follies at the Seattle Seafair.

The Second Annual Seattle Seafair will open on August 2 and continue through August 12, with the great civic celebration again highlighted by the popular Minneapolis Aqua Follies water show. The Aqua Follies 1951 production, "Salute to the Roaring Twenties" will be staged at the Seattle Aqua Theatre on the South shore of Green Lake.

Directed by Al Sheehan, the 1951 edition of the combined pool and stage musical review is billed as even more spectacular than last year's edition which attracted more than 60,000 spectators to the Aqua Theatre.

The entire Seafair program will be presided over by a new King Neptune and Queen, and will feature a great variety of events including a giant parade on August 4. The same

afternoon, the hydroplane Slo-Mo-Shun will compete with a dozen or more of the world's speediest hydroplanes in defense of the Gold Cup that Stanley S. Sayres won last year at Detroit. The race will be run off between the Floating Bridge and Seward Park on Lake Washington.

Other events of top importance include a Davy Jones Waterfront Ball, Torchlight Parade, Sailboat Regatta, Indian Canoe Races, Kid's Day and the Regional Outboard Championships. Seattle Seafair is sponsored by Greater Seattle, Inc.

MRS Vets Meeting

The Military Railway Service Veterans Association will hold their fifth annual reunion at the Hollenden Hotel in Cleveland, Ohio, September 21 and 22, 1951. Carl R. Gray, Jr., Administrator of Veterans Affairs, is Honorary Director-General of the organization.

Detailed information about the reunion can be obtained from Fred J. Popowich, Deputy Director General, Military Railway Service Veterans Association, care of the Station Master's Office, Pennsylvania Station, New York City.

EMPIRE BUILDER

(Continued from page 9)

cars the tables are fastened to the wall by brackets and there are no awkward legs to straddle. Cross bars beneath each chair seat form a convenient shelf to hold purses and parcels. A similar purse shelf is built beneath the counter in the gay Ranch car.

A mechanical improvement which is especially helpful to women and children is the "feather touch" opening of vestibule doors which are controlled by an electro-pneumatic device to eliminate all tugging or pushing when passengers go from one car to another.



Above: Local high school band greeted the contingent at Whitefish.



Above left to right: Stanford W. Robins, president, Havre Chamber of Commerce; Herb Watts, editor, Havre Daily News, and Ole Belland. Upper left: Center of fun at the Libby fish festival was the floating bar. Great Falls Tribune photos.

Montana Fish Frolic

The greatest fishing show of its kind ever staged in the State of Montana was the recent Second Annual Fish Frolic sponsored by the Libby Chamber of Commerce of Montana.

Each year the Libby booster organization invites members of some other Montana chamber to enjoy the hospitality of and sample the fishing in the Libby area. The Havre Chamber of Commerce was the invited guest this year and the delegation of business and professional men participating in the "Fish Frolic" included representatives from Cut Bank, Malta, Harlem, Shelby, Chinook, Kremlin, Gildford, Chester, Inverness, Bozeman, Helena and Great Falls.

A gigantic Western welcome was given the contingent as the Great Northern special train pulled into Libby. Some 2,000 persons, the Libby high school band and Montana's Governor John W. Bonner, were on hand to greet the fishermen. All business activity ceased as residents attended ceremonies held at the Great Northern station.

The "Fish Frolic" headquarters was at Thompson Lake fishing camp where a lumberjack dinner, entertainment and lodgings were provided. Fishing was in nearby Rainbow Lake and limits were reported obtained by several fishermen in the first hour.

(Continued on page 18)

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Marias Fair and Rodeo

Shelby, Montana, will be the scene of the Marias Fair and Rodeo, July 26 through 29. Shelby, on the main transcontinental line of Great Northern, lies in the center of a rich oil-producing district. It was the scene, in 1923, of the World's Heavyweight Championship Fight between Jack Dempsey and Tommy Gibbons. Gibbons, now Sheriff of Ramsey County, Minnesota, is planning to attend the Fair, and will spend part of his vacation in Glacier National Park in the Montana Rockies, 75 miles West of Shelby.

Coach Seat Reservations on Empire Builder

All coach seats on Great Northern's streamlined Empire Builder are reserved at no extra charge, and coach passengers are not permitted to board this train without seat reservation. A definite seat assignment through to destination should be obtained when purchasing tickets. Coach seats are reserved for children under five years without charge.

Coach seats on the streamlined Western Star are not reserved.

FISH FROLIC

(Continued from page 17)

The Great Northern Special was greeted by local delegations all along the route to Libby. At Whitefish, Great Northern division point, the high school band and several hundred residents were on hand at the station to serenade the delegation.

There were no alibis for any members of the "Fish Frolic" party not catching some fish. The people of Libby took care of that situation by placing several hundred iced fish in the baggage car so that every one could show, or prove, that he had been fishing.

Eighteen

Montana Picture Contest

A Montana amateur scenic picture contest is being conducted by the Montana Chamber of Commerce of Helena, Montana. The contest is open to all amateur photographers anywhere. Pictures must be taken in Montana of Montana scenery, with or without human interest. Any number of pictures may be submitted.

First prize will be a two week Dude Ranch vacation in Montana; second prize a 7-day tour in and around Yellowstone National Park; third prize a 7-day vacation in Glacier National Park. There are also several merchandise prizes.

Entries should be addressed to Contest Editor, Montana Chamber of Commerce, Box 1730, Helena, Montana, and must be postmarked not later than midnight, December 1, 1951. Winners will be announced January 1, 1952.

SHINING MOUNTAIN

(Continued from page 15)

gresses the girls are taught to saddle, bridle and care for their own horses. The program is never strenuous and all riding is done under the supervision of experienced guides and adult counselors.

Facilities at Shining Mountain include a pleasant recreation lodge, dining hall, ranch house, barns, saddle house, craft shop, blacksmith shop, corrals and play fields. Meals are carefully planned, tasty and well-balanced. The girls sleep in comfortable log cabins.

Mrs. Cassill has an easy, pleasant understanding way with girls. She is an experienced horsewoman and one of the first known white women to be made a member of the Blackfeet Indian tribe. On her staff are a registered nurse and counselors, chosen for their ability and skill in the handling of teen age girls.

Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1951, are: Louis Anderson, district roadmaster, Crookston, Minn.; William H. Bluhm, section laborer, Sioux Falls, S. D.; Edward C. Benz, engineer, Willmar, Minn.; William Conroy, lineman, Minneapolis, Minn.; Daniel J. Flynn, assistant superintendent, Superior, Wis.; Herman L. Karlberg, train baggageman, Spokane, Wash.; Arthur C. McGlothlin, painter, St. Paul, Minn.; Samuel R. Parslow, general foreman, St. Paul, Minn.; Orten E. Sandbo, chief yard clerk, Willmar, Minn.; Marcus O. Ulsaker, freight claim agent, Seattle, Wash.

Members reported pensioned during June, 1951, are: Elmar O. Erickson, B & B foreman, Breckenridge, Minn.; Charles Gustafson, engineer, Crookston, Minn.; Elmer Hubbell, clerk, Minneapolis, Minn.; Carl M. Justensen, lead car inspector, Minneapolis Junction, Minn.; Allen McDougall, stationary engineer, Spokane, Wash.; Joseph Mokrzycki, passenger carman, St. Paul, Minn.; Ashley A. Niles, switch foreman, Minneapolis Junction, Minn.; Joseph Smude, locomotive fireman, Minneapolis Junction, Minn.; Bessie C. Sackett, agent-telegrapher, Inkster, N. D.; William L. Towne, traveling engineer, Fargo, N. D.

Reduced rail furlough fares are honored without restriction on all Great Northern trains including Trains 1 and 2, the Streamlined Empire Builder.

* * *

While seat fares in Pullman sleeping cars were increased 15 per cent on June 1, no increase has been made in the seat fares in Great Northern owned parlor cars.

* * *

Under the theme "At Your Service All-Ways", National Dog Week is scheduled to be observed September 23 through 29, 1951.

* * *

Marcus O. Ulsaker, Great Northern freight claim agent in Seattle, Washington, died on June 16. He had been with the railway since 1908.

* * *

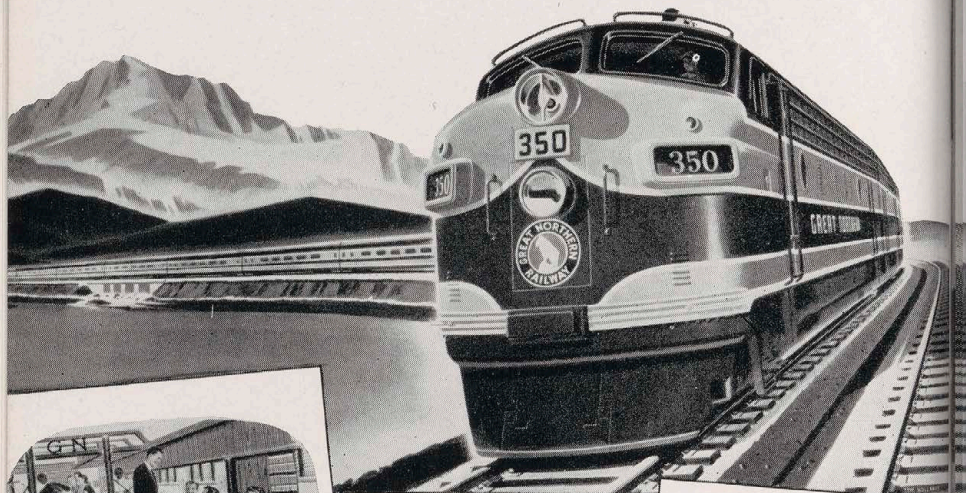
During the summer travel period, dining cars on Great Northern's Western Star, between Chicago and Spokane, accommodate 48 persons at a sitting. Coffee shop cars on this streamliner are in service between Saint Paul and Seattle.

Nineteen

THE STREAMLINED EMPIRE BUILDER

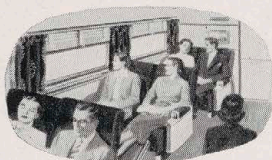
NOW IN SERVICE

All-New Empire Builder



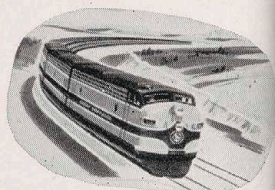
The Ranch

Western hospitality with a cow-country flavor. Pinto leather, cattle brands, superb meals and beverages.



Day-Nite Coaches

48 reserved seats. New type reclining leg rest seats. Commodious restrooms, wide picture windows.



The Western Star

Another sleek Great Northern streamliner, serving Glacier National Park in Montana through September 10.



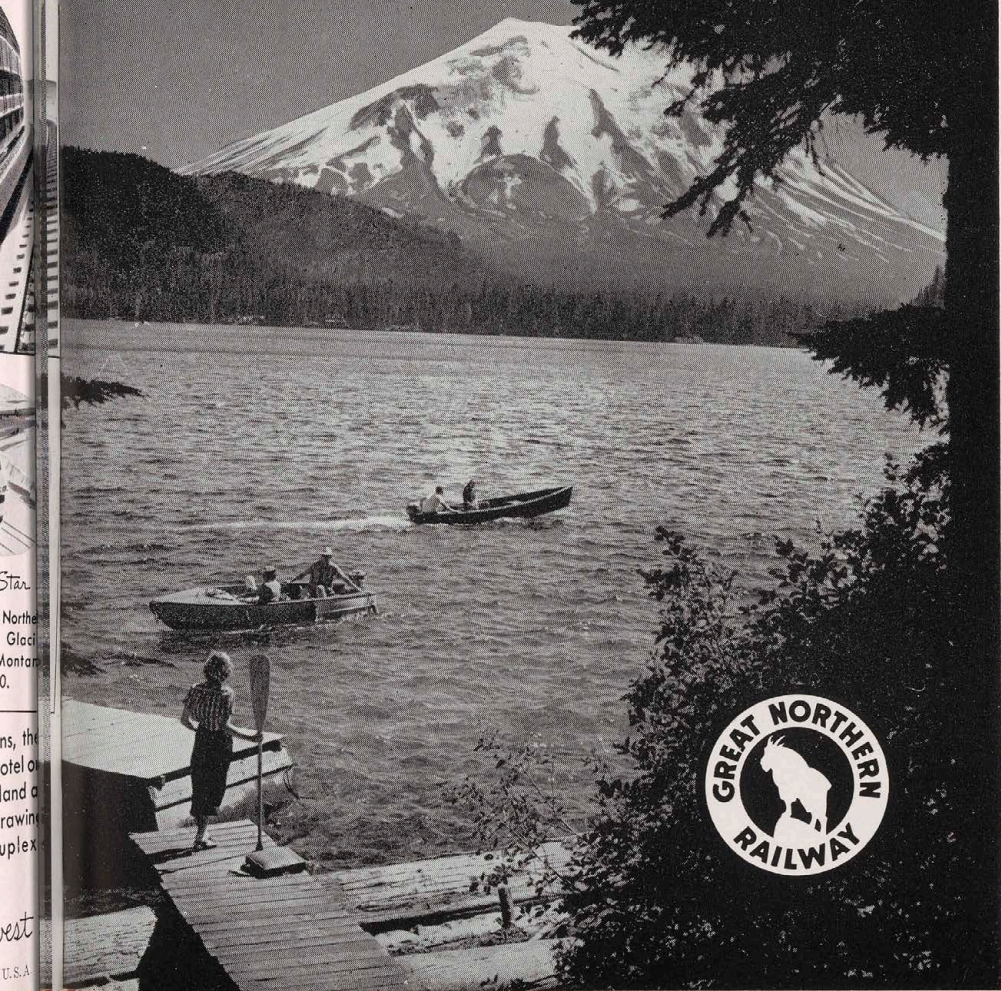
Newest and finest of all Great Northern's great trains, the Empire Builder is streamlined perfection — a modern hotel on smooth-riding rails between Chicago and Seattle-Portland at NO EXTRA FARE. Pullman accommodations include drawing rooms, compartments, bedrooms, roomettes, duplex-roomettes, lower and upper berths.

Newest and Best To and From the Pacific Northwest

The Great Northern

GOAT

AUGUST 1951

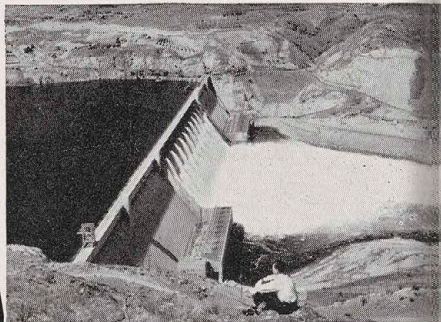




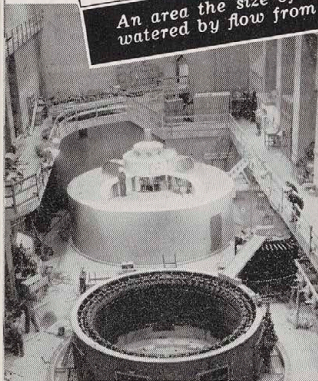
An area the size of Rhode Island will be watered by flow from Grand Coulee Dam.

Grand Coulee

WORLD'S BIGGEST DAM



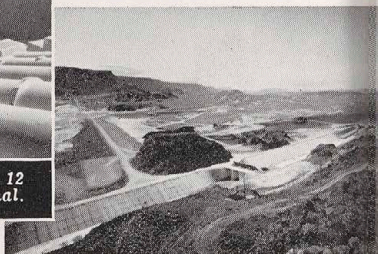
Grand Coulee Dam is key structure in providing water by gravity flow to irrigate arid land.



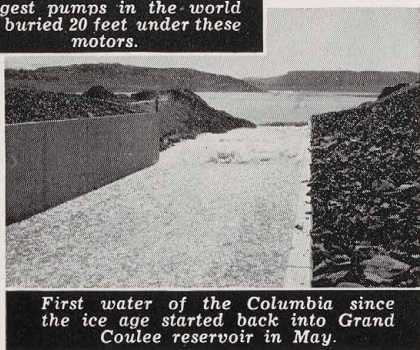
Largest pumps in the world are buried 20 feet under these motors.



Water is pumped up 12 huge pipes to Feeder Canal.



Water enters Grand Coulee reservoir past check gates at right.



First water of the Columbia since the ice age started back into Grand Coulee reservoir in May.



Rimmed by high cliffs Grand Coulee forms a natural reservoir.

World's Biggest Dam

Grand Coulee Dam, huge barrier across the Columbia River in the State of Washington, can be described only in superlatives. It is the largest concrete structure ever created and it generates more electrical energy than any other single installation. Soon it will supply a tremendous quantity of water for irrigating a vast area of what is now virtually desert. Grand Coulee is a so-called "multiple purpose" dam, generating power, supplying water for irrigation and providing a means of flood control.

The Columbia Basin Project, of which Grand Coulee Dam is the principal structure, has been designed to supply over one million acres of now arid land, an area two-thirds the size of the State of Delaware, with ample quantities of water for irrigation.

The Basin today is sparsely settled, most of it a vast expanse of sage brush-covered land as far as the eye can see. Because of extreme dryness there has been little farming development, but the land is fertile and with water soon to come, should become one of the most productive areas in the United States.

Construction began in 1933, and upon completion of the main structure in 1941, well over ten million cubic yards of concrete had been poured. The dam measures 4,173 feet in length at the crest, 500 feet in width at the base, and rises 550 feet over bedrock.

Of a total of 18 main generating units to be installed each with a peaking capacity of 130,000 kilowatts, 15 have gone on the line and are supplying electrical energy to the Pacific Northwest.

Stretching 151 miles upstream to the Canadian border, is Franklin D.

Roosevelt Lake, the reservoir formed by Grand Coulee Dam. The recreational uses, while important, are secondary. Primary purpose is to provide a "head" for sustained power production and to reduce the lift distance necessary to utilize the Grand Coulee as an equalizing reservoir. Creation of the lake raised the waters of the Columbia approximately 350 feet, making irrigation pumping practical.

Pumping of water which will eventually fill the Grand Coulee, ice age channel of the Columbia, began officially on June 14 of this year. Huge pumps, many times larger than any heretofore manufactured are now forcing water up an additional 280 feet from the surface of the lake, from whence it flows by gravity through the Feeder Canal into the Grand Coulee. Approximately 50 tons of water a second are forced through each pump, a supply sufficient for the entire domestic needs of New York City.

South Dam, near Coulee City, seals the lower end of the equalizing reservoir. This dam is earth-fill and nearly 10,000 feet in length. North Dam, near the town of Grand Coulee, seals the upper end and is approximately 1,400 feet long.

The irrigation network below the South Dam expands to eight principal canal projects totaling nearly 500 miles in length. Four tunnel projects extend for a total of nearly 7 miles, and forty-six siphon projects have a total length of about 28 miles.

Water in sufficient quantity for the irrigation of 87,000 acres of land is to be provided through these canals by the spring of 1952. Ultimate land to be developed is 1,029,000 acres, a "new state" equal in size to the State of Rhode Island.

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



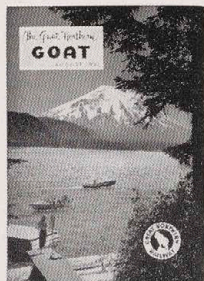
Vol. 21 August, 1951 No. 8

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



Spirit Lake,
a jewel on
the shoulder
of Mount St.
Helens, in
Southwestern
Washington.

Photo by
Josef Scayled.

Four

Your Railroads

This nation can have no more of anything than it can haul—no more guns, no more tanks, no more planes, no more trucks, no more food, no more building materials, no more anything.

The great bulk of that movement is done by railroads. In peacetime, the railroads perform nearly two-thirds of all inter-city freight service. In wartime they perform nearly three-fourths of this service and haul more than nine-tenths of all military freight.

The railroads are a defense industry, not simply an industry important to defense. Consequently, the production of freight cars and locomotives is a vital part of our rearmament program, just as essential as the production of the military freight they carry. The only difference is that military equipment is ordered and paid for by the government, while railroad equipment is ordered and paid for by the railroads.

As during World War II, your railroads are expected to move the great bulk of those things essential to national defense, and at the same time to continue to perform the largest part of all transportation service it takes to keep the nation fed and clothed and warm, and at work.

If the railroads are to be able to meet all the transportation requirements of the armed forces and the civilian economy, the necessary requirements of the railroads must likewise be met. The railroads must be permitted to obtain the steel and other scarce materials they need to do their important job. In no other way can steel or other materials be used to better advantage than increasing the transportation capacity of the nation.

THE STREAMLINED EMPIRE BUILDER

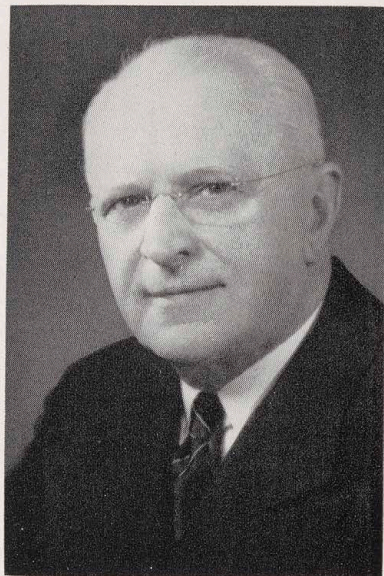
Edwin H. Moot Retires

Several hundred members of the railroad and travel fraternity turned out July 25 for a testimonial luncheon honoring Edwin H. Moot, Great Northern's General Passenger Agent in Chicago. Mr. Moot retired August 1, completing 54 years of service with Great Northern. Earl B. Padrick, Chairman of the Trans-Continental and Western Passenger Associations, acted as toastmaster for the occasion, and P. G. Holmes, Passenger Traffic Manager, A. L. Johnston, Assistant Passenger Traffic Manager, and S. M. Farrell, General Passenger Agent, attended the luncheon from Saint Paul.

Mr. Moot has spent his entire railroad career in Chicago, beginning as an office boy at the age of 16 in Great Northern's freight department. Transferred to the passenger department in 1900 he was active for some years in the great Western emigration movement stimulated by James J. Hill.

During that period he had frequent contacts with the "Empire Builder", as Mr. Hill usually chose weekends and holidays for his trips to save valuable business time. Ed Moot, the boy-of-all-work, was designated to meet the president with a carriage and escort him between trains. He recalls that often Mr. Hill spurned the carriage and walked briskly across the Chicago Loop, sometimes in below-zero weather, with the much younger clerk puffing to keep up with him.

Early in the century Chicago was already a busy transportation center but there was practically no vacation travel as we know it today. Passenger traffic was composed almost entirely of thousands of prospective homesteaders who came from the Eastern states, from downstate Illinois and Indiana, and were joined



Mr. Moot

there by Belgians, Hollanders and other European farmers who had been induced to move to the Northwest by Mr. Hill. Many religious communities, such as the industrious Mennonites, were transported in a body with all their belongings and farm stock, to found new settlements along the Great Northern.

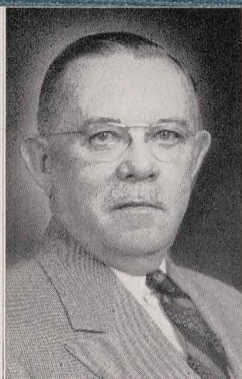
The homestead trains bore little resemblance to the air-conditioned streamliners of today. The consist of each train included passenger coach cars "dressed up with the revolutionary new acetylene gas lights", plus box cars filled with the settlers' furnishings and farm equipment, and cattle cars to transport their stock for the new farms in the West.

Following the end of World War

(Continued on page 8)

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



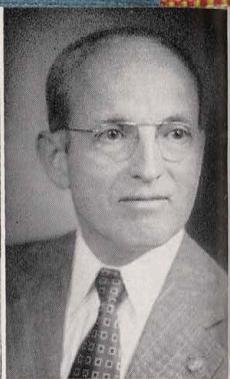
Mr. Smith



Mr. Campbell



Mr. Preston



Mr. Fish

GN Operating Department Changes

Retirement of J. B. Smith, General Superintendent of Transportation for Great Northern Railway and appointment of A. W. Campbell to succeed him, is announced by I. G. Pool, Operations Vice President.

Mr. Smith, retiring due to ill health, has been General Superintendent of Transportation since 1930. He affiliated with Great Northern as dispatcher at Spokane, Washington, in 1909, serving subsequently as chief dispatcher there, chief dispatcher and train master at Whitefish, Montana, and chief clerk, Assistant General Superintendent of Transportation, and Superintendent of Transportation at the railway's headquarters in Saint Paul.

Mr. Campbell has been with Great Northern since 1910, when he began as a trucker in the freight house at Grand Forks, North Dakota. He held various positions there, at Williston, N. D., and Sioux City, Iowa, and was in the air service during World War I before coming to Saint Paul in 1935 as Assistant to the General Superintendent of Transportation.

Colonel Campbell entered World War II service as Commanding Officer, 704th Railway Grand Division, and was later Director, U. S. Mili-

tary Railway Service in North Africa and Italy. When the war ended, he was Director of Transportation at General Headquarters of the U. S. Military Railway Service in the European Theatre of Operations. He was awarded the Legion of Merit. After the war he returned to Great Northern, and in 1949 became Assistant General Superintendent of Transportation.

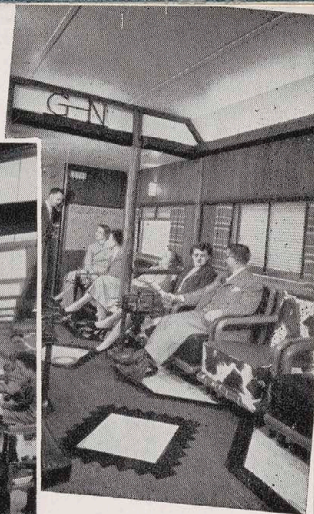
Succeeding Mr. Campbell as Assistant General Superintendent of Transportation is W. C. Preston, who has been Kalispell Division chief dispatcher at Whitefish. Mr. Preston's first job with the railway was as a clerk at Somers, Montana, in 1917. He held various positions in Montana, Oregon and California before becoming dispatcher at Klamath Falls, Oregon, in 1942, chief dispatcher there in 1947, and chief dispatcher at Whitefish in 1948.

H. W. Fish has been appointed Assistant to the General Superintendent of Transportation. He first joined Great Northern in 1909 as an operator at Monroe, Washington, and has been Chief Clerk in the office of the General Superintendent of Transportation in Saint Paul since 1948.

Silhouetted signs of hand-forged Swedish iron denote GN's G-Bar-N Ranch Car.



▲
The Ranch accommodates 14 guests at lunch counter, 12 at tables and 18 in the lounge section.



▲
Massive weathered oak lounge chairs are upholstered in deep red and pinto pony leather.

The G-Bar-N Ranch on GN's New Empire Builder

Each car which makes up the consist of Great Northern's newest streamliner fleet, the Empire Builder, placed in daily transcontinental service between Chicago and the Pacific Northwest on June 3, was custom built to Great Northern specifications. Each embodies the latest proven developments contributing to the safety and comfort of coach and Pullman passengers.

Travelers are fascinated especially by the unique Ranch, coffee shop-lounge car, which provides regular meal, snack and beverage service and a lounge section. The Ranch is carried in addition to a dining car and observation-lounge car.

The Ranch interior walls are sheathed with grooved oak boards which have been sand-blasted to impart a weathered effect. Peeled

cedar logs, highly polished and finished in deep red simulate a corral fence, separating the coffee shop, dining and lounge sections.

Silhouetted signs, hand-forged of Swedish iron, denote the Ranch named "G-Bar-N", which brand has been officially registered by Great Northern in the State of Montana.

An unusual sixteen-foot plastic-impregnated mural depicting a Montana roundup scene of the late eighties occupies the wall space behind the snack bar. The coffee urn setting before the mural is Western, fashioned in the shape of a huge chuck wagon coffee pot, complete with spout and handle.

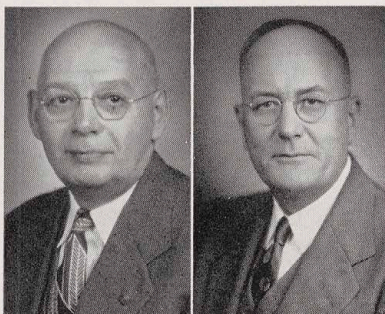
Crossed branding irons, hand-forged from Swedish iron, are fastened to either side of the coffee shop

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

GN Auditor Retires



Mr. Mumm

Mr. Maloney

Retirement of Christian J. Mumm, Great Northern Auditor of Station Accounts, and appointment of W. J. Maloney as his successor is announced by J. A. Tauer, Comptroller.

Mr. Mumm came to Great Northern in January 1902 as a student-telegrapher at Montrose, Minnesota, his home town. He served in various capacities before becoming Chief Clerk in 1936 and Auditor of Station Accounts in 1947, with headquarters in Saint Paul.

Mr. Maloney joined Great Northern in 1914 as a clerk in the office of the Auditor of Station Accounts. Among the positions he has held are Demurrage Inspector, Traveling Auditor and Chief Traveling Auditor.

EDWIN H. MOOT

(Continued from page 5)

I, Mr. Moot, then General Agent Passenger Department in Chicago, was a leader in originating all-expense tours and developing group travel. He organized some of the largest convention movements in the business.

He is a past president of the American Association of Passenger

Traffic Agents and of the General Agents Association of Chicago, also a member of the American Association of Railway Ticket Agents and the Chicago Passenger Club.

Mr. Moot promises to be a busy Great Northern Veteran as Mrs. Moot claims his "only hobby is Great Northern and he will never stop selling the railroad".

G-BAR-N RANCH

(Continued from page 7)

partitions. Massive ash stands are hand-forged from iron, copper and bronze. Pier panels are faced with leather into the surface of which have been burned the brands of ranches famous in the history of the old West.

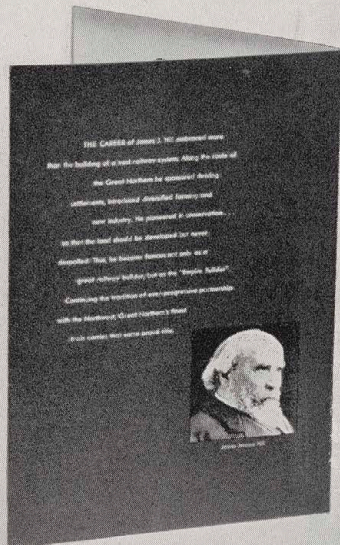
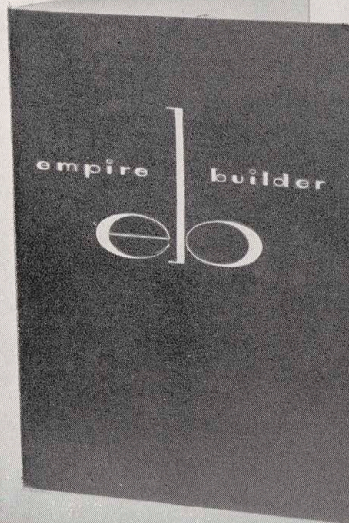
Oak furniture is also finished in weathered gray. Lounge chairs, banquet seats and coffee shop stools are upholstered in dark red and pinto pony colored leather.

The ceiling, instead of being coved as is usual in railway car construction, is shaped like a ranch house roof and is finished in a bright yellow to give a warm, cheerful effect.

Fluorescent lighting is indirect and concealed in oak beams to avoid conflict with the rustic effect. In the lowered ceiling portion of the lounge section, illumination is provided by two half-lanterns on which the traditional Indian symbol of friendship, two crossed arrows, is set in the metal frame.

As a relief from the ranch and cattle theme, the colorful floor pattern is an adaptation of a Blackfeet Indian design. Drapes and curtains with stripes of brown, green and beige are also reminiscent of Indian colors.

All Empire Builder passengers are welcome in the G-Bar-N Ranch.



First and fourth cover of prize winning new Empire Builder dining car menu.

Dining Car Menu of the Month

Great Northern Railway's new Empire Builder dining car menu was awarded first prize for the month of May in the monthly Text and Cover Printed Specimen Contest conducted by W. C. Hamilton & Sons of Miquon, Pennsylvania.

The judges in the contest, Allan Robinson, Principal of the Ottmar Mergenthaler School of Printing,

Donald Thompson, President of the Arthur Thompson Company and William Schneidereith, President of Schneidereith & Sons, three prominent members of the Graphic Arts Industry of Baltimore, Maryland, were unanimous in their decision that the new Empire Builder menu was outstanding in design, choice of typography and printing.

Bonneville Dam

A two-million six hundred thousand dollar expansion program at the Bonneville Power Administration's mammoth substation at Mead, Washington, is under way.

The program includes the energizing of three giant 50,000-kva auto-transformers and the installation of complete terminal and switch-

ing facilities for two new 230,000-volt transmission lines.

These additions will make the Mead installation the largest substation West of the Rocky Mountains. There will be other installations which will increase power available to a number of plants and localities in Eastern Washington.

Nine

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

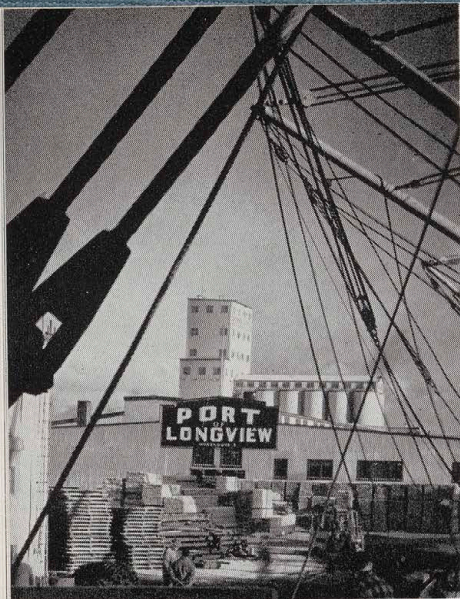
Longview Washington

MODEL CITY OF THE PACIFIC NORTHWEST

In its brief twenty-seven years of existence the city of Longview, Washington, has made more news than many towns four times its age. Its first claim to distinction arises from its origin as a "blueprint" city, the first completely planned city in the United States since the inception of the nation's capital by George Washington and Pierre L'Enfant.

That this model city was conceived and developed entirely by private enterprise is another fact to which its citizens point with pride. When the Long-Bell Lumber Company of Kansas City decided in 1918 to

(Continued on page 12)



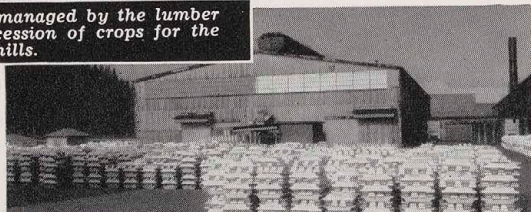
Lumber cargoes sail from the Port of Longview destined to all parts of the world.



Tree Farms owned and managed by the lumber companies assure a succession of crops for the sawmills.



The Lower Columbia River provides a deep-water shipping lane from Longview to the Pacific.



The huge aluminum reduction plant of the Reynolds Metals Company in Longview.



Commercial fisheries sectors of Longview

Washington

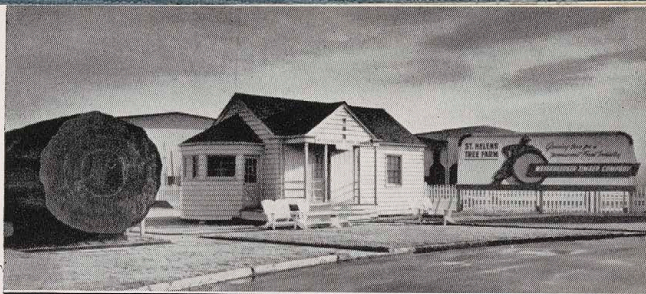
IC NOW WEST

rs of e
ington
towns
distin
print"
city in
tion of
hington

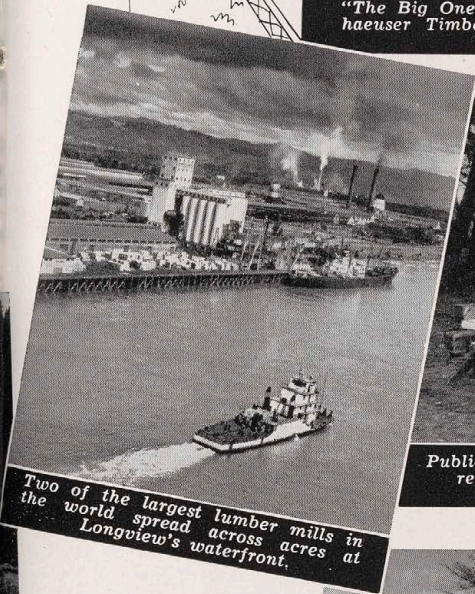
ceived
interpr
s point
lumber C
in 198

a deep
the Pic

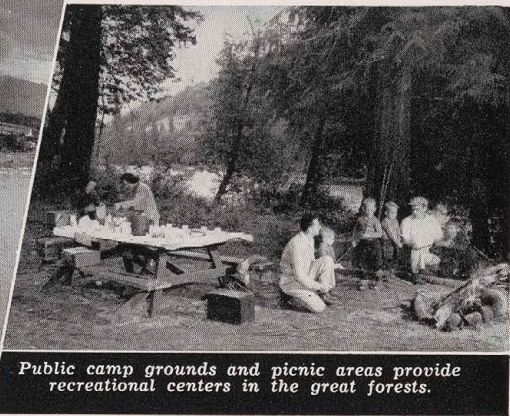
Comm
ectors



"The Big One", largest tree ever harvested by the Weyerhaeuser Timber Company can be seen at the Company's guest house in Longview.



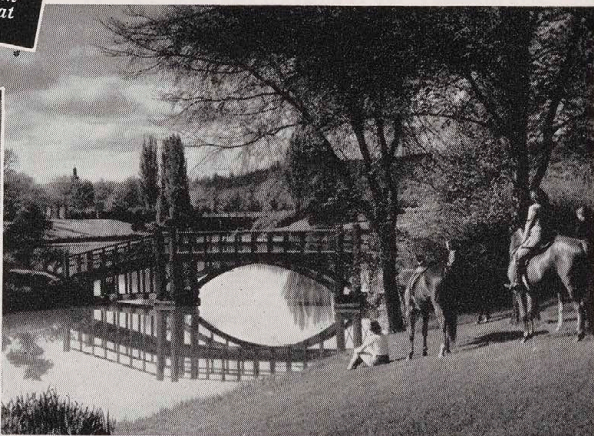
Two of the largest lumber mills in the world spread across acres at Longview's waterfront.



Public camp grounds and picnic areas provide recreational centers in the great forests.



Lumber piles are located in the industrial area of Longview away from residential and recreational areas.



Man-made Lake Sacajawea winds through the heart of Longview.

GN Train Schedule Changes

Great Northern passenger trains 212-207 and 208-211, between Devils Lake, N. D., and Sarles, N. D., have been discontinued. Daily except Sunday mixed train service is now provided between Lakota and Sarles on the following schedule:

No. 207		No. 208	
12:30 PM Lv	Lakota	Ar 10:30 AM	
12:50 PM Lv	Rector	Ar 10:01 AM	
1:15 PM Lv	Brocket	Ar 9:45 AM	
1:40 PM Lv	Lawton	Ar 9:15 AM	
2:30 PM Lv	Edmore	Ar 8:40 AM	
2:52 PM Lv	Derrick	Ar 7:40 AM	
3:20 PM Lv	Hampden	Ar 7:15 AM	
3:37 PM Lv	Weaver	Ar 6:45 AM	
4:10 PM Lv	Munich	Ar 6:20 AM	
4:40 PM Lv	Clyde	Ar 5:50 AM	
5:05 PM Lv	Calvin	Ar 5:25 AM	
5:30 PM Ar	Sarles	Lv 5:01 AM	

Great Northern trains 367 and 368, between Moccasin and Lewistown, Montana, have also been discontinued. Service between Lewistown and Great Falls, Montana, is now provided by mixed train 239, daily except Sunday, and by train 240 between Great Falls and Lewistown, daily except Saturday, on the following schedule:

No. 239		No. 240	
7:10 AM Lv	Lewistown	Ar 12:20 AM	
8:42 AM Ar	Moccasin	Lv 10:45 PM	
8:50 AM Lv	Moccasin	Ar 10:38 PM	
9:23 AM Lv	Stanford	Lv 10:05 PM	
10:35 AM Lv	Armington	Lv 8:53 PM	
11:30 AM Ar	Great Falls	Lv 8:00 PM	

Great Northern trains 209 and 210 between Devils Lake and St. John, North Dakota, now operate daily except Sunday as mixed trains on the following schedule:

No. 209		No. 210	
1:01 PM Lv	Devils Lake	Ar 10:35 AM	
1:40 PM Lv	Churchs		
	Ferry	Lv 9:55 AM	
5:10 PM Ar	St. John	Lv 6:30 AM	

Twelve

LONGVIEW, WASHINGTON

(Continued from page 10)

move West and tap new sources of timber, this site was selected for the location of what is now one of the two largest wood processing centers in the world. The other is the plant of the Weyerhaeuser Timber Company, also located in Longview.

Instead of permitting the usual haphazard growth of an unsightly lumber camp, R. A. Long and his associates decided to create a model city which might attract additional industries and at the same time offer ideal living conditions for the people who accompanied the machines.

The city of Longview was officially born in 1924 but many who looked over the ambitious layout of broad streets, across what seemed mostly desolate prairie and sloughs, were highly skeptical as to its future. But the blueprint of 1924 is now a reality.

Visitors to the state of Washington will find Longview "something different" on their schedule. The slough of 1924 is now beautiful Lake Sacajawea winding through the heart of the city, the prairie tract is covered with trees and flowers and almost 7,000 homes, most of them owned by their residents. Great industries, modern and attractive business centers, a river port large enough to accommodate seagoing vessels, the huge span of the Longview bridge across the Columbia are a few achievements of the past 27 years.

Longview's fortunate location will appeal to the vacation traveler as well as to the industrialist or student of architecture and community planning. Within easy access are the scenic areas along the Columbia; the magnificent beaches of the Pacific Ocean; hundreds of fine fishing

(Continued on page 17)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Reparation

Wife: "The new maid has burned the bacon and eggs, darling. Won't you be satisfied with a couple of kisses for breakfast?"

Husband: "Sure. Bring her in."

* * *

Individualist

Cowboy: "Getting your saddle on backward, aren't you?"

Dude rancher: "That's all you know about it, smarty. You don't even know which way I'm going."

* * *

High Finance

Woman: "Son, can you direct me to the bank?"

Boy: "Yessum, for a quarter."

Woman: "Isn't that mighty high, my boy?"

Boy: "Not for a bank director, missus."

* * *

Logical

A Sunday School teacher had been giving her class a talk on behavior and what had to be done in order to go to heaven. When she finished, she said to one of the boys: "Horace, what must we do before we can expect forgiveness of sin?"

Horace squirmed, scratched his head, and finally replied, "We gotta sin."

Fish Kibitzer

"Say, you've been standing there watching me fish for two hours. Why don't you try fishing yourself?"

"Me? Hell, I ain't got the patience."

* * *

Guilty Conscience

The boys at the roundhouse observed that one of the crew was unusually glum, and asked what was bothering him.

"I think my wife is tired of me," he replied.

"What makes you think so?" inquired a maritalwise friend.

"Every day this week," he answered, "she has wrapped my lunch in a road map."

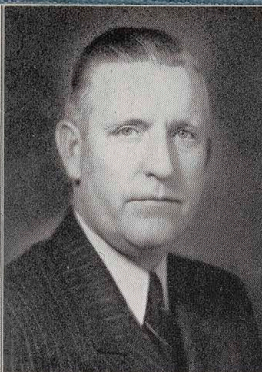
* * *

Credentials, Please!

The stranger ambled into the farmyard and was greeted by the farmer. The visitor produced his card and remarked: "I'm a government inspector and am entitled to inspect your farm."

Half an hour later the farmer heard screams from his pasture, where the inspector was being chased by a bull. Leaning over the gate as the inspector came by, the farmer cried: "Show him your card, mister—show him your card."

Thirteen



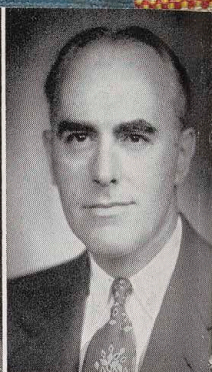
Mr. Johnston



Mr. Farrell



Mr. Cornelius



Mr. Beckford

GN Passenger Department Changes

Four promotions in the Passenger Traffic Department of the Great Northern Railway in Saint Paul, Minnesota, are announced by P. G. Holmes, Passenger Traffic Manager.

Appointed Assistant Passenger Traffic Manager is A. L. Johnston, General Passenger Agent since 1940. He joined the railway's Passenger Department at Winnipeg, Manitoba, in 1918, and has been in Saint Paul since 1921, serving successively as Traveling Passenger Agent, City Passenger Agent, General Agent, Assistant General Passenger Agent and General Passenger Agent.

Succeeding Mr. Johnston as General Passenger Agent is S. M. Farrell, Assistant General Passenger Agent since 1948. Mr. Farrell joined the railway in 1916 at Winnipeg. In 1924 he transferred to Chicago and

held various passenger department positions before his transfer to Saint Paul in 1948.

C. M. Cornelius, Assistant to the Passenger Traffic Manager since 1948, becomes Assistant General Passenger Agent. Mr. Cornelius began his Great Northern service at Crookston, Minnesota, in 1916, and was City Passenger Agent and District Passenger Agent at Duluth between 1922 and 1927. From 1931 to 1948, he was General Agent in charge of the railway's city ticket office in Minneapolis, Minnesota.

E. H. Beckford has been named Assistant to the Passenger Traffic Manager. Chief clerk in the passenger traffic department since 1945, Mr. Beckford has been in the department since 1920, serving in various capacities.

GN Twin Internationals

Nearly 314,000 passengers traveled an estimated 36 million miles on Great Northern Railway's twin streamlined Internationals during their first year of operation between Seattle, Washington, and Vancouver, British Columbia. Each of the five-car Internationals makes a round-trip-and-a-half daily over the 155-mile scenic coast line between the two terminals.

Fourteen

Included among the passengers were 2,103 children and 409 adult escorts who made special educational trips.

A 32 per cent slash in coach fares, and inauguration of streamliner service between Seattle and Vancouver, resulted in substantial increases both in patronage and revenue in passenger business.

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Only two years ago,
this field of winter
wheat near Ball Club
was in forest.



Sprinkler irrigation was utilized
to produce these fine strawberries
grown in the vicinity of Ball Club



The North Grange Hall, donated to the
community by the Sears Roebuck
Foundation.

North Grange Hall

High honors were recently accorded the community of Ball Club, Minnesota, with the formal presentation and dedication of the new North Grange Hall, awarded by the Sears Roebuck Foundation.

Ball Club, located on the Duluth-Grand Forks line of the Great Northern, received the fully-equipped building as first prize in a contest for outstanding community services conducted among all Granges in the United States by the Sears Roebuck Foundation.

The North Grange entered the community service contest in 1948 only a few months after the Grange unit had been organized. The things

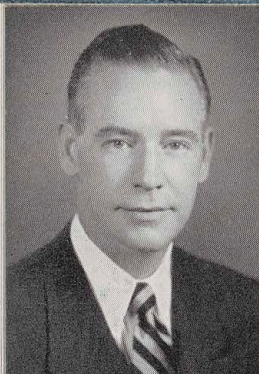
the Grange needed in the community seemed to fit right into the picture of the national service contest and the vast amount of good work accomplished was later judged sufficient to win the coveted first prize.

The attractive brick building has an overall measurement of 40 by 68 feet. The upper story contains an auditorium with floor space of 40 by 40 feet and a complete stage. There is a check room, ante room and foyer. On the lower floor is a fully equipped kitchen and dining room with all facilities for serving 200 persons at a time. A special room has also been provided for the newly formed Juvenile Grange.

(Continued on page 18)

Fifteen

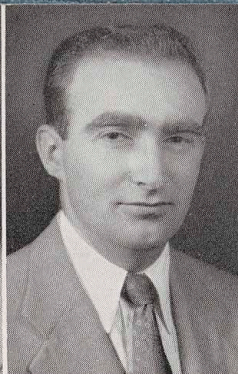
THE STREAMLINED EMPIRE BUILDER



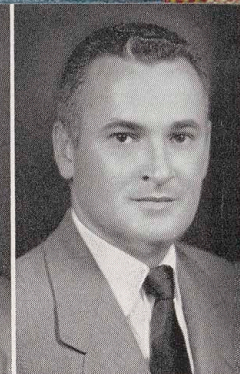
Mr. Hughes



Mr. Whittemore



Mr. Buster



Mr. Kinder

GN Chicago Passenger Department Changes

A. A. Hughes, Great Northern's General Agent Passenger Department in Chicago, has been promoted to Assistant General Passenger Agent, in charge of the railway's Chicago City Ticket Office, succeeding Edwin H. Moot, who retired August 1.

Mr. Hughes was in Great Northern's Passenger and Freight Department in Chicago between 1933 and 1948, when he became General Agent Passenger Department.

E. D. Whittemore, former City Passenger Agent, has been named Assistant General Agent Passenger

Department. Mr. Whittemore joined Great Northern in 1942 as City Ticket Agent in Chicago. He became City Passenger Agent there in 1947.

R. J. Buster, who succeeds Mr. Whittemore as City Passenger Agent, was employed by Great Northern in 1946 as a Steno-Clerk in Chicago. He served successively as Passenger Clerk and City Ticket Agent.

Named Chicago City Ticket Agent is W. R. Kinder, former Assistant Ticket Agent. Mr. Kinder joined Great Northern in Chicago in 1950 as a Steno-Clerk.

Barley Threshing Demonstrations

Regional meetings and demonstrations on combining malting barley to reduce skinned and broken kernels were held recently in Mayville, Park River and Devils Lake, North Dakota, Crookston and Fergus Falls, Minnesota. The meetings were sponsored by the Midwest Barley Improvement Association, North Dakota Agricultural College, University of Minnesota, county agents, farm machinery companies and dealers, and local business firms.

Substantial premiums over the

feed barley price are awarded for high quality malting barley. Excess skinned and broken kernels are the main reason why barley is degraded from the malting class. Maltsters will not pay top price for barley in which this condition exists because the quality of malt produced is inferior.

Farmers and combine operators were given opportunities to discuss all phases of malting barley harvesting and threshing with experienced specialists.

Sixteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

LONGVIEW, WASHINGTON

(Continued from page 12)

streams and lakes; the great forests of the Cascade Mountain Range.

One of the most beautiful recreational areas in all Washington is less than 50 miles from Longview, where 9,671 foot Mount St. Helen's lifts a snow-covered peak above the surrounding green mountains, its shining beauty reflected in lovely Spirit Lake below. Right at Longview's doors are the Columbia and Cowlitz rivers whose spring and fall salmon runs and winter steelhead fishing draw sportsmen from all over the country.

Every Longview visitor should save one morning for the free tour either through the Weyerhaeuser or Long-Bell plants. The guided trips follow enormous logs, 200 to 250 feet long, up the hydraulic barker, where powerful jets of water rip off the bark. At the head rig huge claws flip the logs about as easily as matchsticks, while the head sawyer in his booth directs the operation of the gigantic mechanical saws. In a few minutes a giant of the forest is reduced to a long line of planks.

Platforms and elevated walks above the operations make it easy to watch the almost miraculous machines saw and sort the lumber and to admire the agile footwork of the men on the long conveyors. The airy plants are pleasant and clean, with the tang of fresh-cut wood, and every operation is fascinating to watch—from the thundering sawmill through the interesting plywood and by-products plants. The tour ends with the final demonstration of how every bit of each tree is used, where pressed sawdust rolls off the line in the shape of small fireplace logs—a dramatic contrast to the towering giants one sees at the beginning.

The lumber centers, the huge aluminum reduction plant of the

(Continued on page 18)

Railroad Hour



Gordon MacRae and family.

To the millions of NBC listeners every Monday evening, Gordon MacRae is the singing star of the Railroad Hour. To his lovely wife Sheila and his children Meredith, 7, Heather, 5, and William Gordon, 3, he is a star swimmer, golfer, tennis player and all-round good guy.

One of the things he likes to do most is to operate the elaborate model railroad that belongs to his friend and neighbor, David Rose.

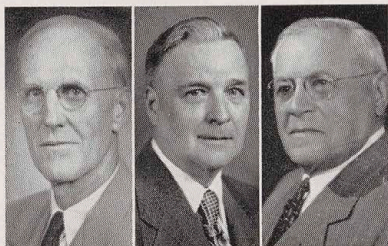
Since spending an afternoon operating Rose's model railroad, the entire family is looking forward to moving into their new home, for one of its features, according to plans, will be a model railroad in the yard.

During August, the Railroad Hour continues its series of musical dramas featuring MacRae and Dorothy Warenskjold. Scheduled August 6 is "The Big Top", backstage at the circus; August 13, "Thousand and One Nights", romance with Scheherazade; August 20, "Long Ago", New York in the Nineties; August 27, "Danny Freely", a legend of leprechauns and love.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Vets' Convention



Scott

Hoelscher

Peterson

The Veterans' Association of the Great Northern Railway held its 39th Annual Convention at Saint Paul, Minnesota, recently with over 1,400 active and retired employes with 25 or more years of service with the railway in attendance.

Leonard W. Scott, Minneapolis, was elected president, succeeding Jacob H. Marthaler. Nels B. Peterson, Fargo, was named vice-president, and J. Henry Hoelscher, Saint Paul, was re-elected secretary-treasurer. Mr. Marthaler and Mr. Peterson were re-elected directors and Joseph C. Sullivan, Saint Paul, was elected to the board of directors. Fred C. Lindt, Saint Cloud, Martin E. Mayer, Minneapolis, and Charles E. Hornbeck, Superior, were named honorary directors.

NORTH GRANGE HALL

(Continued from page 15)

A library of 500 volumes was a gift from H. Wendell Endicott of Boston and General R. E. Wood, president of Sears Roebuck & Company.

Edward J. Condon, director Sears Roebuck Foundation, Sears Roebuck and Company officials, National Master Herschel V. Newsom and State Master William B. Pearson of the Grange were among the distinguished guests.

Eighteen

LONGVIEW, WASHINGTON

(Continued from page 17)

Reynolds Metals Company and scores of other industries, as well as the thriving commercial fisheries are all carefully located in the industrial sectors, away from the residential and recreational areas.

All buildings are harmonious in architecture but diversified so that there is no monotonous standardization. Residential areas are varied and interesting, there are no slums and even the most modest dwellings have generous open space and gardens.

As encouraging as Longview's present beauty and busy lumber mills is the fact that this region will never be despoiled by ruthless timber-cutting of the kind which ruined so many great forests in the East. Now for hundreds of miles here and elsewhere in Washington one may travel through the interesting Tree Farms where scientific forestry assures a succession of crops for the sawmills without marring the landscape.

Owned and managed by the lumber companies the Tree Farms are open to visitors. Pleasant public camp grounds and picnic areas provide fine recreational centers in the great forests. Trees are carefully harvested out of the dense areas, seed trees are left to re-forest the land. Sections may be seen in all stages of growth, from gigantic virgin firs to tiny seedlings, all rigorously protected from disease and fire, with no devastated miles of stumps where all growth has ended.

As beautiful and interesting as it is informative a visit to the Tree Farms and lumber mills, which provide timber for homes all over the nation and for many foreign countries, is one of the memorable experiences of a trip to the Pacific Northwest.

Goat Cleanings



Your contribution to the Sister Elizabeth Kenny Foundation, Minneapolis, Minnesota, will help victims of the dread disease, polio, to walk again. Funds are used to train nurses and physical therapists to become Kenny technicians, to make the treatment available to increasing numbers of polio victims everywhere, and to provide the Kenny Treatment, including medical and Kenny Therapist service, at no charge to polio patients at the Kenny Institute in Minneapolis, Minnesota.

* * *

The Fiftieth Anniversary of the Incorporation of the City of Trail, British Columbia, will be observed during the month of September, 1951.

* * *

The Pacific National Exhibition, held annually at Vancouver, British Columbia, is scheduled this year, August 22 through September 3.

* * *

Downing B. Jenks, son of Charles O. Jenks, retired Operating Vice President of the Great Northern Railway, was recently named Vice President in Charge of Operations of the Chicago, Rock Island & Pacific Railroad.

* * *

The Great Falls, Montana, Fair, scheduled August 6-11, 1951, will mark the 20th anniversary of the event.

Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1951, are: Clyde G. Duty, conductor, Breckenridge, Minn.; Charles Halajian, section foreman, Rapid City, S. D.; Charles O. Kuhl, brakeman, Seattle, Wash.; Frederick W. Olsen, telegrapher, Seattle, Wash.; Henry H. Pape, conductor, Spokane, Wash.; Oscar S. Siversen, conductor, Grand Forks, N. D.; Ralph E. Welt, car foreman, St. Paul, Minn.

Members reported pensioned during July, 1951, are: Harry A. Beede, engineer, Fargo, N. D.; Charles M. Bellman, clerk, Tacoma, Wash.; Edward Fields, engineer, Minot, N. D.; Christian J. Mumm, auditor station accounts, St. Paul, Minn.; Emery O. Smith, assistant timekeeper, Great Falls, Mont.; Christian J. Whempner, engineer, Breckenridge, Minn.

* * *

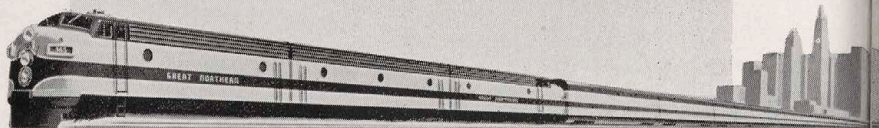
Recently elected officers of the Fort Worth, Texas, Passenger Club for 1951 are, Douglas Smith, SP, President; Inez Prall, MP, Vice-President; and R. Johnston, SFE, Secretary-Treasurer.

H. Lee Clark, MP; G. W. Crawford, TP; and A. D. Pilgreen, RI, were named Directors.

Nineteen

THE STREAMLINED EMPIRE BUILDER

Great Northern Streamliners



EMPIRE BUILDER

Western Star →

Twice A Day, Each Way, Between Chicago and Seattle-Portland via Saint Paul, Minneapolis and Spokane. No Extra Fare.



Twin Internationals

Three Times Daily, Each Way, between
Seattle, Washington, and Vancouver, British
Columbia



Red River

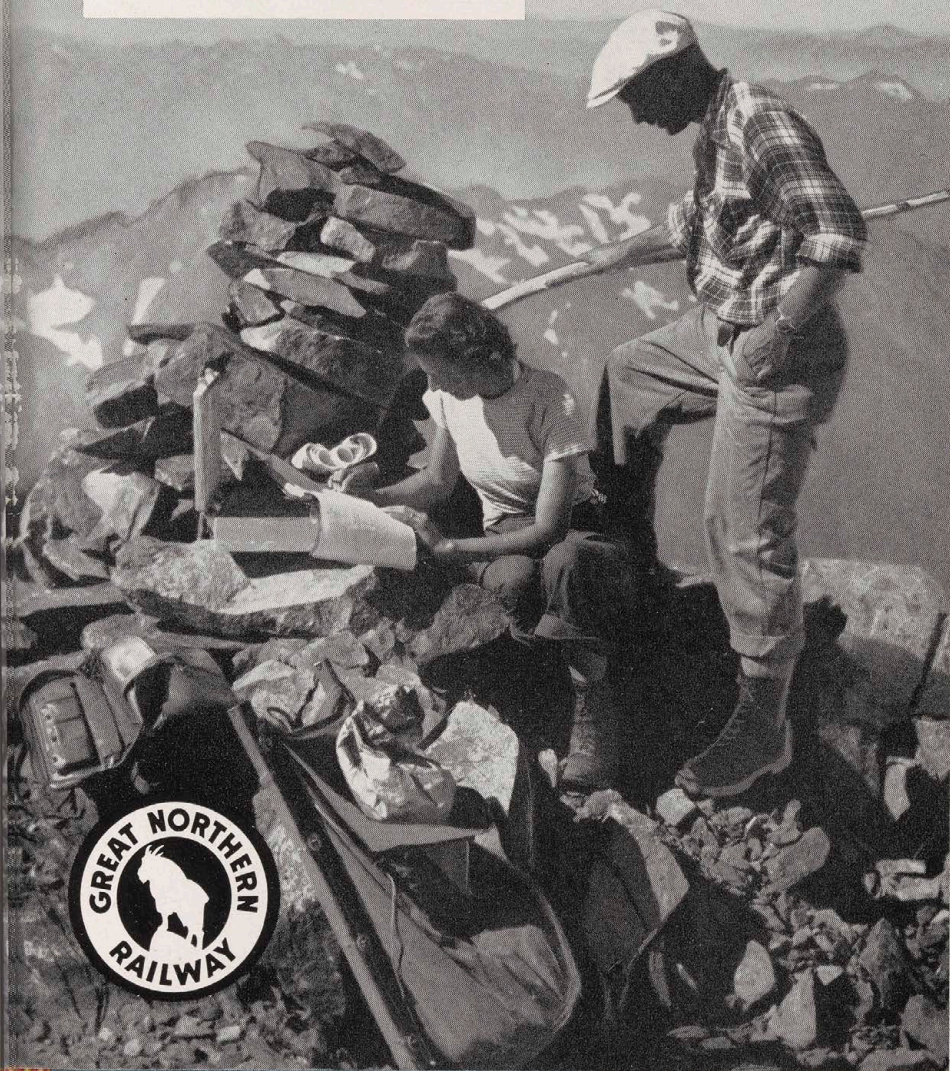
Round Trip Daily Between Grand Forks and
Fargo, N. D., and Minneapolis-St. Paul

You go great when you go Great Northern

The Great Northern

GOAT

SEPTEMBER 1951





Dancing Aquadarlings Donna Snyder, Anna May Conlin, Barbara Hokans and Jill Lessine, left to right.



Petite dancer Ione Thilmann and husky diving champ Charlie Diehl.

Minneapolis

Aqua Follies

SEATTLE SEAFAIR
BOUND VIA GN



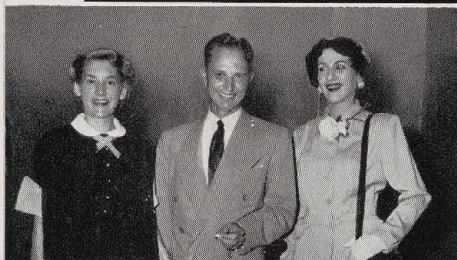
Ballet director Helen M. Starr, center, with Marie Eidner, left and Mrs. Al Sheehan.



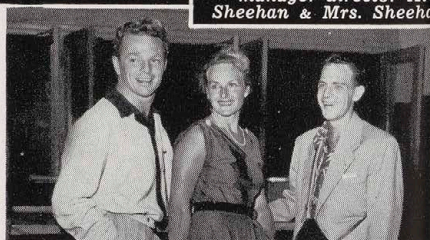
Aquadeers, swimming members of the Aqua Follies' precision water ballet group.



Aqua Follies producer-manager-director Al Sheehan & Mrs. Sheehan.



Emcee Tom Martin escorts dancers Cece Robinson, left, and Pat Butler.



Jean Fitzsimmons, featured swimming star, with Bob Maxwell and Bud Robinson.

Second Annual Seafair Thrills Seattle

Seattle, Washington, Queen City of Puget Sound, staged its second annual Seafair, August 2 through 12. The ten days were packed with thrills, excitement and hilarity, all on a scale to compare favorably with older civic celebrations such as the Rose Festival at Portland, the Mardi Gras at New Orleans, the Winter Carnival at Saint Paul, and the Aquatennial at Minneapolis.

The Seafair was marked by a great variety of entertainment designed to appeal to adults and children. Major events included a huge daylight parade, queen coronation ceremonies, hydroplane races, torchlight parade, Kids' Day, waterfront ball, sailboat regatta, powerboat races, Indian canoe races, regional outboard championships. The festival period was highlighted by nightly performances of the Aqua Follies from Minneapolis, Minnesota, which has appeared annually since 1939 at the Minneapolis midsummer Aquatennial.

The Aqua Follies troupe traveled from Minneapolis to Seattle and return, on Great Northern's streamlined Empire Builder. The scene at the Minneapolis Great Northern Station prior to departure of the streamliner was one of hubbub and bustle as friends and relatives of the fifty-one dancing and swimming Aquabelles saw them off on their journey. The group was greeted upon arrival at the King Street Station in Seattle by members of the press, civic and Seafair officials.

The Aqua Follies is an organization unique in the annals of show business. It is a combination of stage and aquatic entertainment featuring championship swimming and diving, dancing, comedy and

music, all woven together into a smooth-running revue. It was originally produced for the 1939 edition of the Aquatennial and has been one of the most popular features of that celebration.

Headliners in the aquatic portion of the show are swimming and diving champions while the stars of the stage contingent are nationally-known singers, comedians, musicians and dancers.

Members of the girl stage ballet and the water ballet are semi-professionals, many of whom are attending the University of Minnesota, nursing schools and other Twin Cities educational institutions. Much of the credit for the continued popularity of the Aqua Follies is due these young people, whose long hours of intensive rehearsal are evidenced in the perfect precision of their performances. Stage ballet girls are known as "Aquadarlings". Those who take part in the precision swimming routines are "Aquadears".

Among the 1951 headliners appearing at the Seafair were Joy and Jean Fitzimmons, swimming and diving sister team; Stubby Kruger, Charlie Diehl and Eddie Chamberlain, comedy divers; Bob Maxwell, diver; Marion Parks, 11-year-old diving champion; Jimmy Carroll, singer; and Tom Martin, master of ceremonies. Al Sheehan is producer, manager and director.

Seattle performances of the Aqua Follies 1951 production, "Salute to the Roaring Twenties", were staged in the 6,000-seat Aquatheatre at Green Lake. The annual Seafair celebration is sponsored by Greater Seattle, Incorporated, and is under the supervision of Walter A. Van Camp, managing director.

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



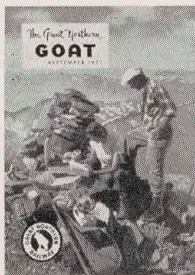
Vol. 21 September, 1951 No. 9

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



The summit of 7,914-foot Mount Olympus is marked by a rock cairn.

Photo by Bob & Ira Spring.

Four

Voice of Freedom

Every American has an opportunity to stand up for the inherent freedoms that have made our country what it is. We can help swell the messages of hope and freedom now reaching millions of persons trapped behind the Iron Curtain—messages beamed to the imprisoned peoples over the transmitters of Radio Free Europe—by enrolling in the Crusade for Freedom.

Last year, sixteen million Americans enrolled in the Crusade for Freedom which made possible the erection of the symbolic World Freedom Bell in Berlin and the building of a new station for Radio Free Europe in Munich, the Free World's most powerful transmitter.

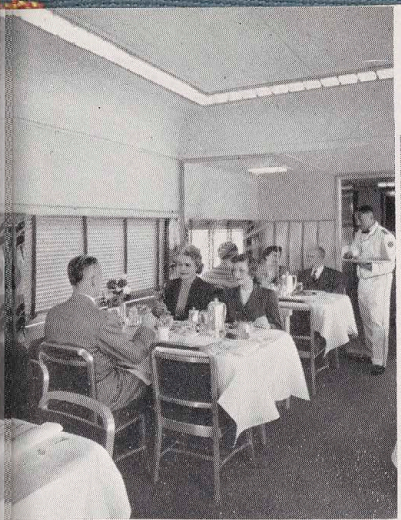
Day in and day out, Radio Free Europe carries on a slugging, no-holds-barred war of Truth against the propaganda lies of the Kremlin. It undermines the morale of the Red puppet regimes; exposes quislings and informers by name; sends messages from escapees; and keeps alive the hope of freedom.

This year the Crusade for Freedom is asking the support of twenty-five million Americans to make possible additional freedom stations, so that we can intensify our counter-attack against the Kremlin propaganda machine. The freedom broadcasts will continue in ever-increasing volume. The World Freedom Bell will continue to sound over RFE stations abroad every day; a ringing symbol of free Americans' belief in world freedom and peace.

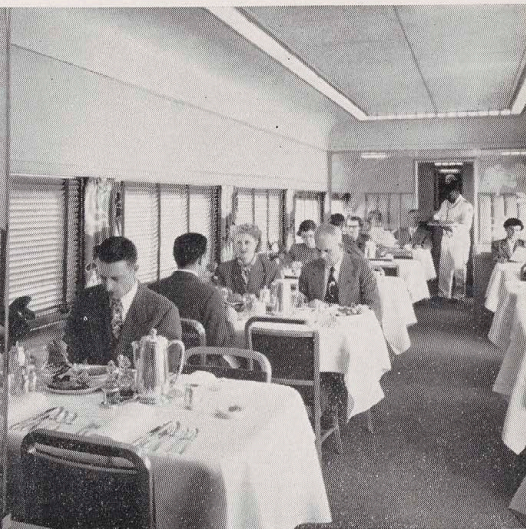
If we can win this war of ideas—this cold war—there is a good chance we can prevent a global shooting war. We can all help by joining the 1951 Crusade for Freedom.

THE STREAMLINED EMPIRE BUILDER

Meals of traditional Great Northern excellence served in the beautiful dining car add much to the pleasure of traveling on the streamlined Empire Builder.



Car end tables are separated from others by carved glass partitions, forming semi-private dining alcoves.



Dining Cars on GN's New Empire Builder

In striking contrast to the gay Western decor of the Ranch coffee shop-lounge car, the designers of Great Northern's new streamlined Empire Builder have, with the use of delicate pastels, achieved an atmosphere fresh as a mountain morning in the dining car.

Safety glass wing panels, exquisitely carved with highlights of the territory through which the train passes, divide the dining space into pleasant groupings of tables forming cozy semi-private alcoves at either end.

The ceiling of the car is painted a pale green. Frieze panels and pier panels between wide picture windows are a light beige, with wainscoting in a delicate silver gray. Bulkheads at ends of the dining section are quilted leather panels also

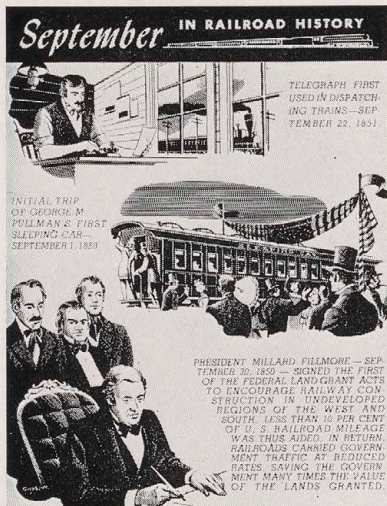
in beige. Rich carpeting is green. Panels between windows are covered by brightly patterned drapes in grayed blue, chartreuse, off-white and dark rust.

Especially-designed buffets are covered with American Elm Truwood Micarta, the first instance in which this wood has been moulded in a high-pressure laminate. Chairs are upholstered in rose super needle-point and have bars under the seat for stowing purses. Tables are attached to the walls and have no awkward legs to straddle.

Famously good Great Northern food is prepared in a gleaming stainless steel kitchen incorporating such features as a propane gas range and broiler, deep freeze unit, automatic dish washer and electric garbage disposal unit.

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



NATO Meeting

How reciprocal vacation travel can be further developed between the United States and some foreign countries will be one of the featured discussion topics at the coming meeting of the National Association of Travel Organizations. The annual convention of more than 400 travel promotion organizations and allied industries will be held at the Grand Hotel, Mackinac Island, Michigan, September 19 through 22.

Officials of state, regional and city promotion bureaus, chambers of commerce, automobile clubs, representatives of transportation companies, trade associations in the transportation, petroleum, sight-seeing and allied enterprises, including more than 100 travel editors of newspapers, magazines and other media, will attend the convention.

Six

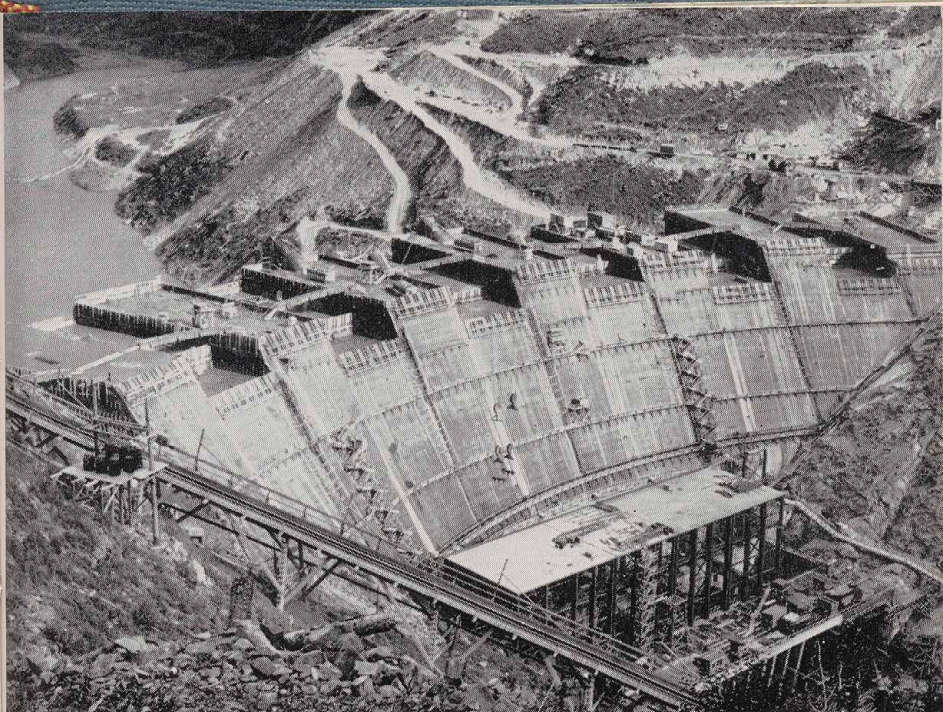
National Wine Week

Coming at the peak of the harvest season, National Wine Week is an annual vintage festival on a nationwide scale, to be observed this year, October 13 through 20. Wine tastings, winery open houses, dinners and harvest balls are a part of this toast to America's fine domestic wines. Growers emphasize the traditional place that wine has held throughout the ages as a beverage of moderation and gracious living. Allied industries, too, lend their support and cooperation.

Hotels, restaurants, and railroads, in their dining cars, join this great merchandising event with the use of special menus and other material calling attention to the excellence of American domestic wines.

The growing of wine is one of the country's important agricultural industries, with thousands of vineyards stretching through 27 states. The nation's "wine cellar" is generally conceded to be California, as more than 90 per cent of America's wines are produced in that state. The wines produced on California's half-million acres of vineyards are distributed widely, and growers ship more than 17,000 railway carloads each year to out-of-state points.

The pride that American wine growers have in their industry and product is reflected by the enthusiasm with which they greet each vintage and each National Wine Week celebration. They invite consumers everywhere to share in this annual tribute to the wine, and to become better acquainted with the fine wines that cause the United States to be rated high among the leading wine-growing countries of the world.



Construction work, past halfway mark on Hungry Horse Dam in Northwestern Montana, is proceeding at top speed. *Spokane Spokesman-Review* photo.

Hungry Horse Dam Construction Passes Halfway Mark

Hungry Horse Dam on the South Fork of the Flathead River, 12 miles from Belton, Montana, Western entrance to Glacier National Park, is now more than half completed. Work on the huge project began in 1948, and in the three intervening years, the Vista Point which overlooks the construction area, has become what is probably the most-visited single spot in the state of Montana, with the exception of Glacier National Park.

The South Fork is a tributary of the Flathead River, which in turn flows into the Clark Fork, a branch of the Columbia. No silt problem

will ever impair the efficiency of the operation because of the rock-lined canyons and heavily-forested areas through which the South Fork flows.

Hungry Horse Dam when completed will be the third highest and fourth largest concrete dam in the world, with a height of 564-feet and a mass of 2,900,000 cubic yards. It is an arch-gravity type structure, depending upon weight and the support of its abutments to resist the pressure of the water.

The dam will be a key project in the long-range program for multiple-purpose development of the water

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

GN Appointment



Mr. Carroll

Appointment of Walter C. Carroll, Great Northern's City Freight Agent at Minneapolis, Minn., since 1945, as Commercial Agent in that city, is announced by G. F. Hardy, the railway's General Freight Traffic Manager.

Mr. Carroll joined Great Northern as a messenger at the Saint Paul Freight Depot in 1912, serving successively as clerk and chief bill clerk before transfer to the Minneapolis Commercial Office in 1924, as Chief Clerk. He became Contracting Freight Agent in 1931.

Columbia Basin Water Festival

Tentatively scheduled for a five-day period beginning May 7, 1952, is the Columbia Basin Water Festival celebrating the first use of water from the Columbia River for irrigation in the Columbia Valley Project in Washington.

The festival is scheduled to open three days after the close of the annual Washington State Apple Blossom Festival at Wenatchee, and will end just before the start of Spokane's annual Lilac Festival.

Bureau of Reclamation officials from all sections of the West have been given a preview of plans being developed for the complete utilization of the water of the Columbia River.

Eight

HUNGRY HORSE DAM

(Continued from page 7)

resources of the vast Columbia River drainage system. Power developed will total 285,000 kilowatts, with the first of four 71,250 kilowatt generators scheduled to go into operation in 1952, and full capacity to be available in 1953. In addition, the release in winter of summer run-off storage in the Hungry Horse Reservoir will increase by 385,000 kilowatts the firm power capacity of existing downstream power plants.

Prospects for irrigation development in the Flathead Valley will be enhanced by the dam. Preliminary studies indicate that it will be feasible to irrigate approximately 60,000 acres near the city of Kalispell.

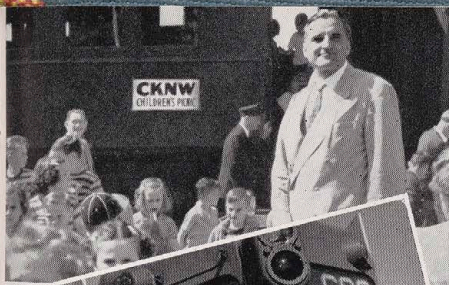
As a multiple-purpose feature, Hungry Horse Dam will contribute materially toward controlling floods on the Columbia River and its tributaries.

The dam will form a reservoir approximately 34 miles long with a capacity of 3,500,000 acre-feet. Recreational opportunities including fishing, hunting and boating will be found on the huge man-made lake.

On the Spot

Visitors to Waterton Lakes National Park in Canada, which adjoins Glacier National Park in Montana, sometimes see a bear with a white spot astern. It is not a new breed, but merely a means of keeping track of the movement of the animals.

Bears which venture too close to the townsite of Waterton Lakes are marked on their posteriors with large spots of white paint before being transported to more remote sections of the park. If they return to the town, as many do in search of tidbits, they can be identified.



Underprivileged kids and their escorts enjoyed the journey aboard the Great Northern Picnic Special just about as much as the picnic itself. Bill Rae is shown at upper left.

British Columbia Orphans' Picnic

Picnics for orphans and underprivileged children in the Vancouver-New Westminster, British Columbia, area were inaugurated in 1948 as an outlet for the consistently oversubscribed Orphans' Christmas Fund sponsored by New Westminster radio station CKNW, and the Vancouver Sun Publishing Co.

Station CKNW owner Bill Rae found that when his annual Christmas Fund campaign closed, thousands of generous listeners continued to send in contributions, so the annual picnic was the answer to using the surplus funds.

For 800 youngsters from orphanages in Vancouver and New Westminster, this year's event was the biggest since Christmas. Many had never experienced a swim in the ocean, a pony ride or a train trip. At Vancouver and New Westminster, they swarmed aboard the 10-car Great Northern Picnic Special, and enjoyed the short journey to Semiahmoo Park near White Rock just about as much as the picnic itself.

The swimming, foot races, baseball and Shetland pony rides provided almost as much fun as the spontaneous, unscheduled and unofficial events.

Aboard the Empire Builder



Patricia McGinty, "Miss Montana", boards the Empire Builder at Minneapolis for the return trip to Great Falls.

A recent passenger on Great Northern's streamlined Empire Builder from Great Falls, Montana, to Minneapolis, Minnesota, and return, was Patricia McGinty of Great Falls.

Sponsored by the University of Montana, of which she is a recent graduate of the music school, Miss McGinty represented her state as "Miss Montana", a visiting queen at the recent Minneapolis Aquatennial mid-summer festival.

Believe It Or Not

"Glacier Gossip", weekly publication for National Park Service employes at Glacier National Park in Montana, reports that Clarence Lee, while fishing at Trout Lake in Glacier Park, lost two flies and part of the leader in quick succession. A lady companion caught a fish with one of Lee's flies hooked to it. A short time later she caught another fish with the second of Lee's flies attached.

Ten

Puget Sound Steamship Service

Canadian Pacific Steamship service between Seattle, Washington, and Vancouver and Victoria, British Columbia, will be provided during the period September 30, 1951 through April 26, 1952, on the following schedule:

Northbound

Lv Seattle	4:15 PM	
Ar Victoria	9:30 PM	
Lv Victoria	11:59 PM	2:45 PM
Ar Vancouver	7:00 AM	6:55 PM

Southbound

Lv Vancouver	11:59 PM	9:40 AM
Ar Victoria	7:00 AM	1:55 PM
Lv Victoria	10:00 AM	
Ar Seattle	3:15 PM	

Effective September 30, 1951, through May 28, 1952, steamship service between Seattle, Port Townsend and Port Angeles, Washington, and Victoria, British Columbia, will be provided by the Puget Sound Navigation Company (Black Ball Line) as follows:

Northbound

Lv Seattle	11:45 PM
Lv Port Townsend	2:15 AM
Ar Port Angeles	5:20 AM
Lv Port Angeles	6:30 AM
Ar Victoria	8:00 AM

Southbound

Lv Victoria	4:00 PM
Lv Port Townsend	6:30 PM
Ar Seattle	9:15 PM

Confucius say:

Salesman who covers seat instead of territory longtime remain on bottom.

THE STREAMLINED EMPIRE BUILDER



Preparedness

Every morning the car used to stop outside the gates of the state asylum. Inside the fence one of the inmates who imagined himself a pitcher would be going through elaborate wind-up and pitching motions, using an imaginary ball. After studying him for awhile the driver of the car, a well dressed businessman, would leave. After a few days of this the gatekeeper asked him, "Pardon me, sir, but why do you come here each day and study that poor fellow?"

"Well," answered the man in the car, "if things continue the way they are in my business, I'll be in there some day catching for that fellow and I want to get on to his curves."

* * *

Pardon Me!

A youngster was saying his bedtime prayers in a low voice.

"I can't hear you, dear," whispered his mother.

"I wasn't talking to you," was the firm reply.

* * *

Corn

After taking six cans of corn syrup, the hillbilly wrote the mail order house "please send me my money back. My feet aren't any better than they was."

The Pause That . . .

The lecturer was a celebrated Doctor of Law, and his talk was to be on "Fools." The chairman who was something of a humorist, stood up to introduce him.

"Ladies and gentlemen," he said. "We are now to have a lecture on fools by one"—he paused, and there was loud laughter before he resumed—"of the wisest men in the country."

The lecturer then rose to speak. "Ladies and gentlemen," he said, "I am not half so big a fool as the chairman"—he paused, and again there was loud laughter—"would have you suppose."

* * *

Double Talk

A woman phoned her bank to arrange for the disposal of a \$1,000 bond.

"Is the bond for redemption or conversion?" a clerk inquired.

There was a pause. "Am I talking to the First National Bank or the First Baptist church?" she asked.

* * *

Threesome

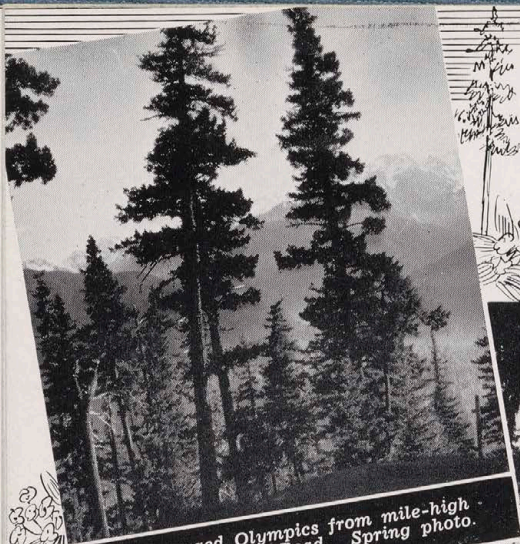
"My father was a conductor—in fact he was too good a conductor."

"Railroad? Orchestra?"

"Neither one—he was struck by lightning."

Olympic

IN THE HEART OF THE



The rugged Olympics from mile-high Hurricane Ridge Road. Spring photo.



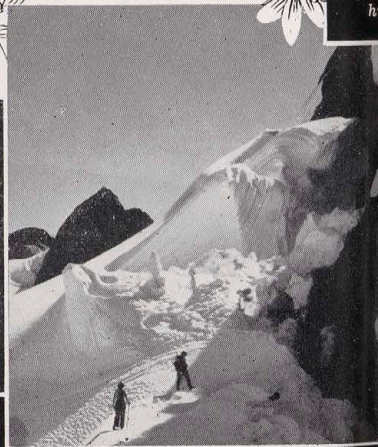
Alderbrook Inn, one of many outstanding vacation resorts on the Olympic Peninsula. Spring photo.



A popular spa in Olympic National Park is Olympic Hot Springs, on the Elwha River. Scaylea photo.



Lake Quinault Lodge on the wooded shores of beautiful Lake Quinault. Scaylea photo.



There are more than fifty glaciers and permanent icefields surrounding Mount Olympus. Spring photo.

National Park

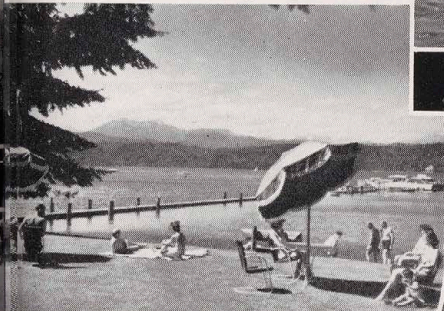
OF THE OLYMPIC PENINSULA OF THE STATE OF
WASHINGTON

Bounded on the East by the Hood Canal and Puget Sound, and on the West by the Pacific Ocean, the Olympic Peninsula in the State of Washington—in the extreme “upper left hand” corner of the United States—is often called America’s Last Great Frontier.

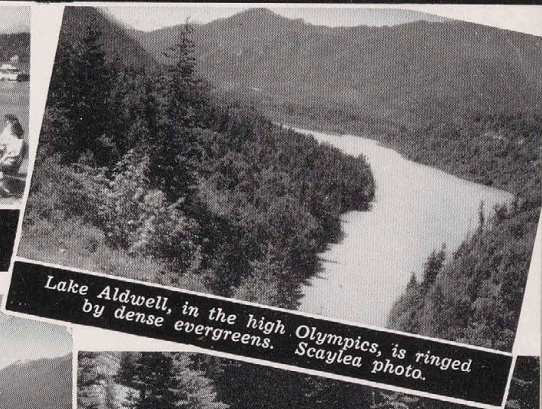
(Continued on page 14)



Hood Canal, extending 70 miles into the Olympic Peninsula, has many recreational areas along its route. Scaylea photo.



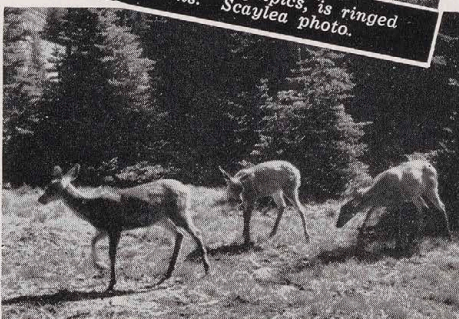
Shrouded by clouds, the Olympic Mountains rise behind a narrow arm of Puget Sound. Spring photo.



Lake Aldwell, in the high Olympics, is ringed by dense evergreens. Scaylea photo.



Crystal clear Lake Crescent is one of the most popular vacation resorts on the Olympic Peninsula. Scaylea photo.



Deer and numerous other wild animals abound in the wilderness of Olympic National Park. Spring photo.

Railroad Hour



Miss Katy Thompson, harpist on the Railroad Hour.

Only woman among the 24 musicians in Carmen Dragon's Railroad Hour orchestra is Katy Thompson, harpist. A pioneer in music on radio and a top-ranking concert artist, Miss Thompson is enthusiastic about her place on the railroad industry's radio program because the show is practically all music, giving her a chance to really play the harp instead of merely injecting a glissando now and then.

The Railroad Hour, starring Gordon MacRae and Dorothy Warenskjold, continues its summer series of original musical dramas each Monday evening through September over NBC as follows: "Innocents Abroad", September 3; "Journey Into The Sun", September 10; "Rip Van Winkle", September 17; "Emperor Norton", September 24.

Fourteen

OLYMPIC NATIONAL PARK

(Continued from page 13)

The entire Peninsula is a region rich in varied scenic attractions. There are mountains, lakes, streams, glaciers and forests. Most notable are the thick "rain forests" on the Western slopes of the rugged Olympic Mountains. Precipitation in excess of 140 inches annually, most of which occurs during the winter months in the form of snow, has produced extra-ordinarily thick stands of cone-bearing trees with Sitka spruce, Douglas fir, Western red cedar and Western hemlock dominating the growth. They are huge trees, many having a diameter of 17 feet at the base of the trunk and reaching skyward an average of 250 feet. Their branches are so draped with moss that the appearance is almost tropical.

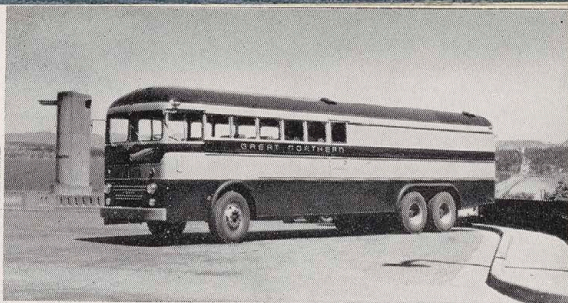
An area comprising over 835,000 acres on the Peninsula was established as Olympic National Park in 1936. It is a primitive wilderness region, many parts of which have never been reached by white men, yet many parts of this rugged country are easily accessible from Seattle, Tacoma, and other metropolitan centers in the Pacific Northwest.

At Hurricane Ridge, a mile high in the mountains 23 miles from Port Angeles, a lodge to compare with the finest in the Pacific Northwest is being built. From this vantage spot, visitors are rewarded with a view seldom equaled anywhere in the United States. To the North are the abruptly dropping foothills. Port Angeles is like a toy-town far below. Beyond the blue waters of the Strait of Juan de Fuca looms Vancouver Island. Eastward the view takes in the beautiful San Juan Islands. Turning from this salt-water vista the spectator sees forested slopes of seemingly bottomless val-

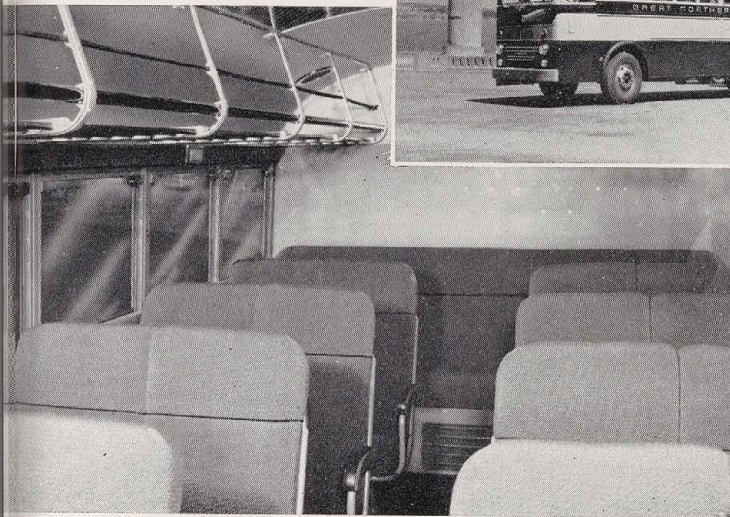
(Continued on page 16)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Interior view of the comfortable coach section. Separate mail and express compartment is at the rear of the bus.



Great Northern's new streamlined "bruck" provides convenient service between Whitefish, Montana, on the railway's main line, and Kalispell.



Whitefish-Kalispell Motor Bus Service

A sleek new "streamliner", painted in Great Northern's distinctive orange and green, is now providing daily connecting service with all passenger trains stopping at Whitefish, Montana, on the railway's main line, and Kalispell, 15 miles distant.

The new streamliner, which rolls on rubber, is the latest development in the transportation industry and is a combination passenger and mail-express bus or "bruck", custom built by the Kenworth Motor Truck Corporation of Seattle to Great Northern specifications. The 39-foot "bruck" has a tastefully furnished coach section seating 21 passengers, and a separate 875-cubic foot mail and express compartment at the rear.

Rail passenger service between the main line and Kalispell was abandoned in September, 1950, after 46 years of operation. A gas-electric "galloping goose", carrying one coach was at that time making four round trips daily between Columbia Falls, main line junction point, and Kalispell, with two of the trips extending to Whitefish.

During the period since retirement of the "goose" and acquisition of the new equipment, passenger service between Whitefish and Kalispell was handled by bus, with mail, baggage and express moving separately by truck. The "bruck" consolidates these two operations.

(Continued on page 17)

Fifteen

THE STREAMLINED EMPIRE BUILDER

Aboard the Western Star



John Mason Brown and son Meredith at Saint Paul, en route to Glacier National Park.

Recent VIPs aboard Great Northern's streamlined Western Star, were John Mason Brown and his son, Meredith, age 10, of New York City. Following a fishing expedition in Northern Wisconsin, the Browns traveled Great Northern from Chicago to Glacier National Park in Montana.

Mr. Brown, nationally-known editor, dramatic critic, author, lecturer and teacher, is considered one of the country's foremost authorities on the theatre. He has visited Glacier Park several times in the past, and has conducted classes on the history of the theatre at the University of Montana.

The annual Gold Rush Days celebration will be held at Mojave, California, October 12, 13, 14, 1951.

Sixteen

OLYMPIC NATIONAL PARK

(Continued from page 14)

leys topped by jagged mountain crests, entirely dominated by the grim, glacier-clad summit of Mount Olympus.

A broad highway encircles the Peninsula passing through Bremerton with its huge naval yard, Shelton, Port Townsend, Port Angeles, Hoquiam, Aberdeen and Olympia, and includes such attractions as Lakes Cushman, Sutherland, Crescent and Quinault, Pacific beaches, Hot Springs, Deer Park, Hurricane Ridge and Indian Reservations.

Personally-conducted all-expense tours are offered from Seattle by The Gray Line Sightseeing Company and Northwest Greyhound Lines. Typical is an economical two-day jaunt that includes over 300 miles of land transportation, ferry rides, all meals, lodging and sightseeing.

Arriving on the Olympic Peninsula from Seattle by ferry, the tour passes through charming Sequim Valley to Port Angeles on the Northern shore, then inland through the mountains to picturesque Lake Crescent. The tour continues through the unique "rain forests", then across the tip of the Peninsula, the most Northwesterly point in the United States to the Pacific beaches. Overnight lodging is provided at Lake Quinault. On the second day, escorted walks over mountain trails and through forest areas, and a visit to an Indian village are included. Thence through the lumbering and plywood district of Hoquiam and Aberdeen. At Bremerton, the tour visits the U. S. Navy Yard before boarding the ferry for the return trip to Seattle. Stopovers at Lake Quinault or any of the many fine resorts along the route may be arranged.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Washington Dude Ranchers and their exhibit at the Seattle Sports and Vacation Show.

Washington Dude Ranch Association

One of the most popular exhibits at the recent annual Sports and Vacation Show in Seattle, Washington, was the exhibit sponsored by the Washington Dude Ranch Association.

Purpose of the newly re-activated Association is to mutually benefit members of the industry through closer cooperation between member operators, and to establish and

maintain high standards of operations. The Association numbers among its members Double K Mountain Ranch at Goose Prairie, Hidden Valley Guest Ranch at CleElum, Mad River Stepping C Ranch at Entiat, Sunny M Guest Ranch at Winthrop, and the Warnick Guest Ranch at Selah.

WHITEFISH-KALISPELL MOTOR BUS SERVICE

(Continued from page 15)

There will be a slight change in schedule of bus service between Kalispell and Whitefish. Effective September 10, passengers arriving Whitefish on Eastbound GN train 28 will

make connections with motor coach leaving Whitefish at 6:15 PM for Kalispell. Following is the schedule effective September 10:

Lv. Whitefish	7:00 AM	11:30 AM	3:40 PM	5:00 PM	6:15 PM
Ar. Kalispell	7:30 AM	12:01 PM	4:10 PM	5:30 PM	6:45 PM
Lv. Kalispell	6:05 AM	10:30 AM	2:15 PM	4:30 PM	5:30 PM
Ar. Whitefish	6:35 AM	11:00 AM	2:45 PM	5:00 PM	6:00 PM

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

California "Second Summer" Vacations



October at Santa Barbara's popular beach.

In the dry Subtropical climate of Southern California, there is no Fall or Autumn as it is known elsewhere, and the period comprising September, October and November has come to be known as the "post-Summer" or "Second Summer" vacation season.

With increasing numbers of vacationists choosing this period for their visits, the All-Year Club of Southern California recently conducted a survey to determine why these months are becoming more popular for vacation trips. People who have visited the area during these months reported that a wider variety of good accommodations are available at this time of year, that the weather is ideal for traveling, that they wanted to escape Northern cold, and wanted to see Southern California in the Fall.

Eighteen

During this ideal "Second Summer" period, trees keep their leaves, citrus groves stay lush green and bear loads of fruit. Palms never lose their green topknots poking over patio walls, flower beds and roofs, while all of the exotic street-side trees, the pepper, eucalyptus and camphor are fresh as ever.

Harvests are different and most interesting. For example, the gathering of ripe dates from the desert palm gardens, and the harvest of the grapes in the big vineyards.

October is one of the prized months for the ocean beaches, while the desert is cooling off and activity is quickening at oasis resorts. Weather is clear and dry for outdoor activities. Normal noon-time temperatures for centrally located Los Angeles are September 77.3°; October 73.8°; November 70.8°.

Travelers from the Middle-West and East to many points in California may, at little or no additional round trip rail fare, go or return via Great Northern's scenic Northern route. The streamlined Empire Builder and Western Star make direct connections at Portland, Oregon, with fast streamliners to and from California.

ND Hog Show

The Western National Berkshire Futurity show and sale, the first national hog show and sale to be held in the state of North Dakota, will be at Fargo on October 15.

The show and sale are jointly sponsored by the American Berkshire Association, Greater North Dakota Association, Fargo Chamber of Commerce and the North Dakota Berkshire Breeders Association. Of the 150 entries from states including Illinois, Indiana, Iowa, Wisconsin, Nebraska, Minnesota and the Dakotas, there will be several state fair grand champion animals.

d Sum-
leaves,
een and
s never
poking
eds and
street-
calypsus
er.

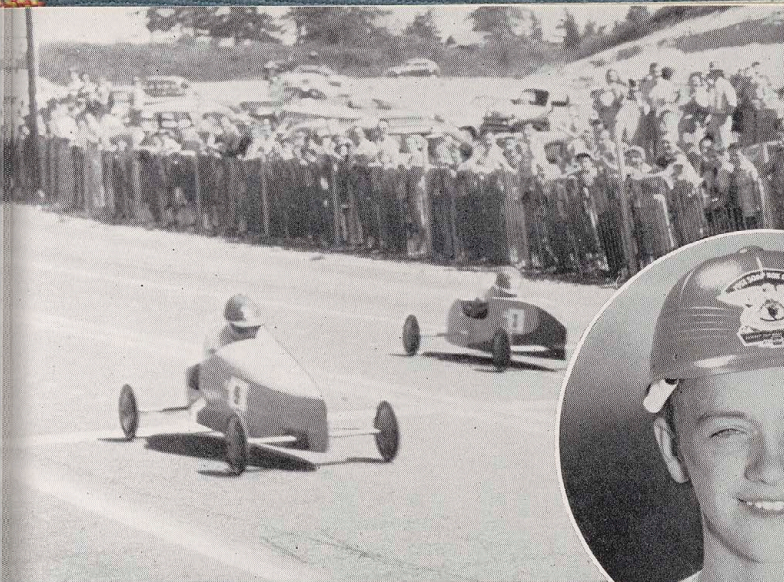
d most
gather-
desert
vest of
ards.

months
ile the
activity
resorts
outdoor
e tem-
ed Los
; Octo-

le-West
Califor-
ditional
return
North-
Empire
make
d, Ore-
to and

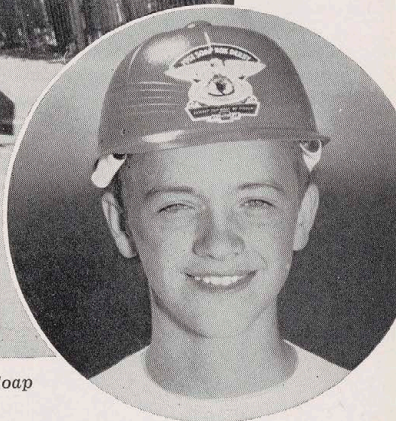
rkshire
rst na-
be held
will be

jointly
Berk-
th Da-
ber of
Dakota
on. Of
cluding
consin,
Dako-
ate fair



Richard
Johnson,
1951 Ta-
coma Soap
Box Derby
champ.

Y



Thrilling finish of the 1951 Tacoma, Washington, Soap Box Derby. Tacoma News-Tribune photos.

Soap Box Derby Champ Travels Empire Builder

With a record of 27.8 seconds for the steep 900-foot downhill course, Richard Johnson, a 14-year-old Sumner, Washington, high school boy, recently was the winner over 40 other youthful Tacoma and Southwestern Washington contestants to become Tacoma's 1951 Soap Box Derby Champion.

As a result of his performance, Dick was awarded an all-expense trip to Akron, Ohio, as a guest of the Tacoma News-Tribune, co-sponsor of the event with the Tacoma Chevrolet Dealers. Derby Down at Akron is the site of the national finals of the All-American Soap Box

Derby, sponsored by the Chevrolet Division of General Motors.

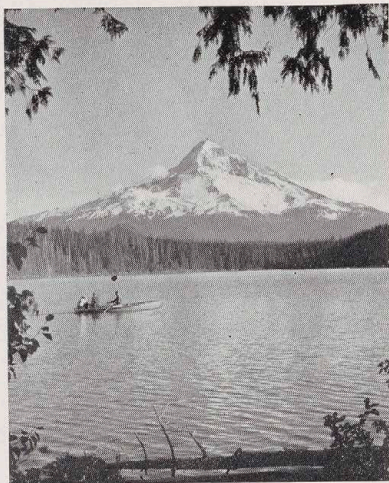
Cars entered in the competition are constructed by their youthful drivers to conform with limits of size and weight, and must meet rigid specifications to insure safety. First prize in the national contest is a \$5,000 scholarship at any college the winner selects. Other awards are made on the excellence of craftsmanship, construction, etc.

En route to Akron, Dick, accompanied by Ed Johnson, representative of the News-Tribune, traveled from Seattle to Chicago on Great Northern's new streamlined Empire Builder.

Nineteen

THE STREAMLINED EMPIRE BUILDER

Vacation Variety in Oregon



Mount Hood and Lost Lake, Oregon.
Atkeson photo.

From sea level to the top of 11,245-foot Mount Hood and over sage-scented rangelands to the lofty Wallowa mountains, Oregon vacations are full of zest and variety.

Over 150 community celebrations are offered visitors this year. Many new facilities have been added at resorts and points of interest for further vacationing enjoyment.

At Mount Hood a new "sky-bus" takes visitors three and a half miles up the slopes of the mountain from Government Camp to Timberline Lodge. Deep-sea fishermen are offered the new facilities of remodeled Depoe Bay.

These innovations are but a few of those offered Oregon visitors this year. One hundred and eighty state parks, 400 miles of air-conditioned seacoast and the lush greenery of Oregon's mountain and

valley areas are all a part of the state's friendly vacationlands.

Always changing, yet ever beautiful, are such famous trips as those through the Columbia River gorge, the Mount Hood loop highway, to mile-high and deep blue Crater Lake, the marble halls of Oregon Caves, the primitive Wallowa and Blue mountain country and innumerable forest camps in Oregon's 13 national forests.

Of historic interest are such sites as Champoeg State Park, where U. S. government was formed in 1843; Jacksonville, historic capital of the placer gold mining boom in 1851-52; the McLoughlin house at Oregon City; Chief Joseph's monument in the Wallows; the Astor column at Astoria; the Old Oregon Trail markers and its end at Seaside; the Applegate trail and several sites of Indian battles about the state.

Oregon continues to beckon visitors to enjoy its rich Western hospitality and scenic vacationlands.

GN Store Department Changes

A. N. Cvenshaw, Great Northern's Purchasing Agent, announces the retirement of G. R. Watland, District Storekeeper at Saint Cloud, Minnesota, after 48 years of service with the railway. T. J. Clancy, former District Storekeeper at Great Falls, Montana, succeeds Mr. Watland at Saint Cloud.

E. C. Carlson, former District Storekeeper at Havre, Montana, is transferred to Great Falls, succeeding Mr. Clancy.

W. A. Thunstedt, former Division Storekeeper at Grand Forks, North Dakota, moves to Havre as District Storekeeper, and C. W. Driver succeeds him at Grand Forks.

Early Rail Advocate

Nathan Hale, nephew of the famous Revolutionary patriot, and father of Edward Everett Hale, author of "The Man Without a Country", was New England's foremost advocate of railroads before the steam locomotive put in its appearance in America. His enthusiasm led him to build a model railroad in the parlor of his Boston home so that he could explain to visiting friends what he was talking about when he spoke of a rail, flange, or an incline plane.

Born at Westhampton, Mass., in 1784, Hale was educated at Williams and Dartmouth colleges. After practicing law in Boston for several years, he purchased the Boston Daily Advertiser. As publisher of the Advertiser, he introduced the editorial page as we know it today, and despite derision and ridicule, ran editorials urging the development of railroads.

As early as 1828, Hale was advocating construction of a rail line Westward to link Boston with the Erie Canal. When Boston's first railroad, the Boston & Worcester was organized, he was its first president, and in 1835 he received the plaudits of the citizens as the first railway train ran from Boston to Worcester. Nathan Hale lived to see the day when rail travel all the way from Boston to the Missouri River was possible, with only a few changes of cars.

Washington Historic Sites

Historical archeological studies for the preservation of the State of Washington's historic sites are being conducted through a cooperative arrangement between the National Park Service of the Department of the Interior and the state's Park and Recreational Commission.



Nathan Hale.

Historic Spokane House, located in Riverside State Park, and Fort Okanogan, at the confluence of the Okanogan and Columbia Rivers near Brewster, Washington, two sites connected with the early fur trade in the Pacific Northwest, are now being studied.

The original Spokane House, the first permanent white settlement in what is now the State of Washington, was established as a trading post in 1810 by the Northwest Company, a British organization, near the junction of the Spokane and Little Spokane Rivers.

Fort Okanogan is the site of two early fur trading posts.

Twenty-one

International Peace Arch Celebration



The International Peace Arch.

To the North of Bellingham at Blaine, Washington, on the International Boundary, stands the International Peace Arch, a massive structure of concrete, reinforced with steel, rising majestically to a height of 67 feet.

This great monument to commemorate 100 years of peace between the United States and Canada was conceived and built by the International Peace Arch Program Association in 1937. In the Fall of each year, school children, Boy Scouts, government and civic officials, and veterans' organizations from Canada and the United States join in impressive rededication ceremonies.

This year's program is scheduled to be held September 28, with more than 5,000 Canadians and Americans participating.

Twenty-two

Freight Tariff Research

Plans for the establishment of a three-man research group to simplify and develop improvements in railway freight tariffs are announced by a committee composed of W. H. Dana of Chicago, chairman of the executive committee of the Western Traffic Association; John J. Fitzpatrick of New York City, chairman of the Traffic Executive Association—Eastern Railroads; and J. G. Kerr of Atlanta, chairman of the Southern Freight Association.

The move was occasioned by concern over the increasing complexity of freight tariffs and the opportunity to save both shippers and carriers a substantial amount of time and money. The decision followed a series of conferences between the National Industrial Traffic League's Committee on Rate Construction and Tariffs, and committees of the railroads' chief traffic officers.

The group, to be known as the Railroad Research Group on Freight Tariffs, will have its headquarters in Washington, D. C. Shippers will be invited to submit suggestions for tariff improvements that will enable freight rates to be determined with a minimum amount of time.

North Dakota Soy Bean Processing Plant

Although there continues to be a strong market for soy bean oil and meal, a shortage in processing facilities has resulted in stockpiling of the beans.

To relieve this situation a new soy bean processing plant is planned at Wahpeton, North Dakota, where within a hundred mile radius, half a million acres with a production of 7,500,000 bushels of soy beans were planted in 1950.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



National Bible Week, to be observed October 15 through 21, is an occasion for special prayer, a period in which to plant in the hearts of everyone belief and faith in God, and in our American way of life.

* * *

A One Dollar per share dividend was recently voted to be paid September 21, to Great Northern Railway stockholders of record as of August 21.

* * *

John C. Preston, Superintendent of Mount Rainier National Park in Washington, has been appointed Superintendent of Great Smoky Mountains National Park in North Carolina and Tennessee. Preston P. Macy, Superintendent of Olympic National Park, also in Washington, succeeds Mr. Preston as Superintendent of Mount Rainier Park. Fred J. Overly, formerly Assistant Superintendent at Olympic Park, and for the past two years head of the real estate branch in the National Park Service's Washington, D. C., office, returns to Olympic Park as Superintendent.

* * *

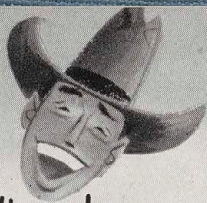
"American Holiday" will be the theme of the annual Fishermen's Fiesta, scheduled at San Pedro, California, September 22 and 23.

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1951, are: Fred W. Church, engineer, Sioux City, Iowa; Albert W. Dunning, clerk, St. Paul, Minn.; Charles E. Gordon, engineer, Sioux City, Iowa; Andrew E. Hickey, assistant general yard master, Minneapolis, Minn.; Herbert F. Harmer, clerk, St. Paul, Minn.; Andrew G. McCartney, agent, Hinsdale, Mont.; Fyler B. Rainsford, engineer, Los Angeles, Calif.; Norman O. Stadum, agent, Warren, Minn.; C. Edward Strong, police lieutenant, St. Paul, Minn.; John F. Walton, engineer, Yankton, S. D.

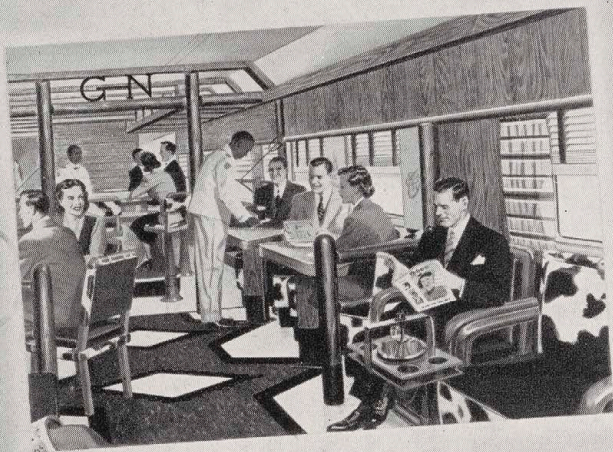
Members reported pensioned during August, 1951, are: William John Farr, passenger carman, St. Paul, Minn.; Philip Gass, engineer, Minneapolis, Minn.; Sever Johnson, engineer, Minot, N. D.; John E. O'Brien, train master, Hillyard, Wash.; Thomas J. Panineau, brakeman, Spokane, Wash.; Hugh A. Reich, conductor, Whitefish, Mont.; J. Bruce Smith, general superintendent of transportation, St. Paul, Minn.; Russell Sprague, engineer, Crookston, Minn.; Gilbert R. Watland, district storekeeper, St. Cloud, Minn.; William L. Worth, machinist helper, Spokane, Wash.

Twenty-three

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

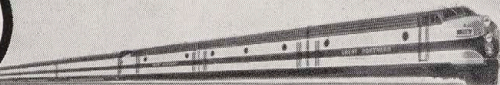


"Hey, what d'ya know! They've got
a ranch house on this train"



The Ranch

A unique Western Ranch House on Wheels
on Great Northern's
Streamlined Empire Builder



The Great Northern

GOAT

OCTOBER 1951

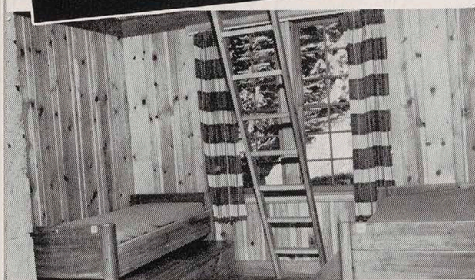


Mount Spokane

State Park
YEAR 'ROUND PLAYGROUND



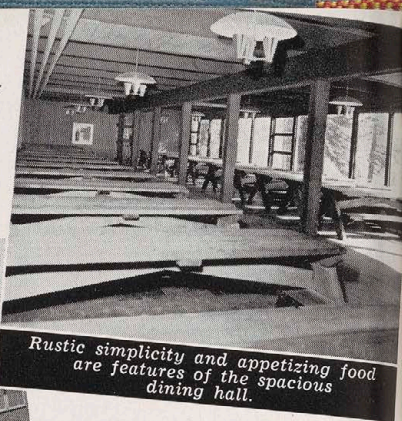
A glass-enclosed staircase tower dominates the front view of the new Mount Spokane State Park public lodge.



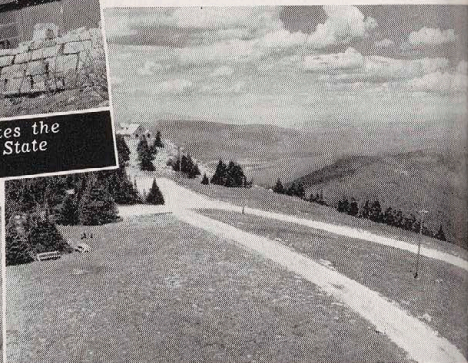
There are overnight accommodations for 100 persons in private rooms and dormitory quarters.



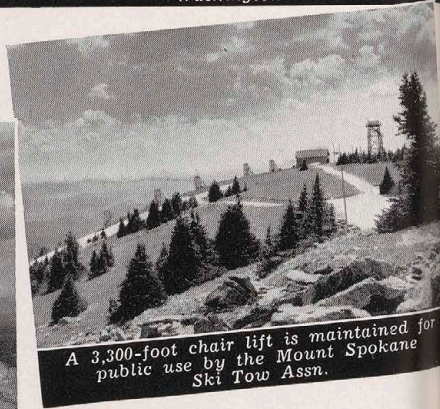
On clear days mountains across the Canadian border are visible from this vantage point.



Rustic simplicity and appetizing food are features of the spacious dining hall.



Looking toward the Vista House high atop Mount Spokane, 33 miles from Spokane, Washington.



A 3,300-foot chair lift is maintained for public use by the Mount Spokane Ski Tow Assn.

Spokane Spokesman-Review photos.

Mount Spokane State Park

As the largest city between the Twin Cities of Saint Paul and Minneapolis, Minnesota, and Puget Sound, Spokane, Washington, "Capital of the Inland Empire", is the financial, commercial and manufacturing hub of a vast area comprising Eastern Washington, Northern Idaho, Western Montana and Northeastern Oregon.

The Inland Empire is a region fabulously rich in mineral deposits, forests, fertile soil and waterpower. Grand Coulee Dam, for which Spokane is the Eastern Gateway, and other power-producing and irrigation projects are bringing unprecedented development to the area. The city itself is experiencing great industrial expansion including immense aluminum reduction and rolling mills, and various plants engaged in processing and fabricating the light-weight metal.

Few cities can match Spokane's advantages as a year-round vacation headquarters. It is an ideal base for a variety of vacation jaunts, as the recreational paradise surrounding the city between the Rocky and Cascade mountains is a matchless region of green forests and sparkling waters, offering every opportunity for vacation enjoyment. Excellent accommodations for long or short stays—fine hotels, lake and mountain resorts provide a wide variety of services and activities.

The number one scenic attraction in the near vicinity for residents and visitors alike is Mount Spokane State Park located 33 miles Northeast of the City of Spokane. Early in the 1930's, Mount Spokane, the highest point in Eastern Washington, became a state park. Subsequently, parcels of land have been deeded to the State and today the park consists of over 24,000 acres of land.

Mount Spokane rises to an altitude of 5,881 feet, with the lower slopes

covered with pines and other evergreens. Many species of wildflowers grow profusely on the forest floor, and in open spaces are clumps of mountain ash heavily laden with scarlet berries in summer and fall. Entire fields are often carpeted with Indian bear grass. At higher elevations, great ledges of rock jut out from the mountainside, while the summit is a mass of light gray granite flecked with mica that glitters in the sunlight.

The panorama from the native stone Vista House atop the peak is most impressive. Spokane may be seen to the Southwest, lakes sparkle like jewels far below, and on clear days the Bitterroot Mountains on the Idaho-Montana border and the Blue Mountains between Lewiston and Walla Walla are visible in the distance.

At the 5,200-foot level a picturesque public lodge offers excellent overnight and daytime accommodations for 100 guests, in private rooms and comfortable dormitory quarters. A recently completed 29x119 foot addition features a three story glass-faced stair tower. The main floor of the wing provides kitchen and dining space to accommodate 160 persons, with a section reserved for visitors who bring their own food.

During the winter months the mountain is a beehive of activity as sports enthusiasts flock to its broad slopes which are as a rule covered with deep powder-snow from late November to mid-April. There are cross-country and downhill runs, championship jumping hills and vast areas of open terrain. Several rope tows and a 3,300-foot chair lift provide uphill transportation.

Transportation between the City of Spokane and Mount Spokane is provided by motor buses which operate on regular schedules the year around.

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



Vol. 21 October, 1951 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



Uum! It's So
Good! For
health that
tastes good—
Eat Washing-
ton apples.

Four

Your Railroads

The secret of America's high standard of living and of its military strength is high production. That is especially true today when not only must we equip our expanding armed forces with vast quantities of weapons, but must also continue to produce a huge volume of essential civilian goods.

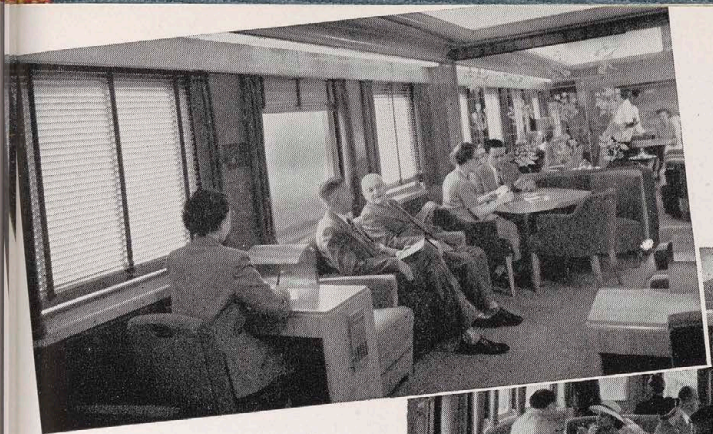
Since America can neither produce nor use more of anything than can be hauled, America's railroads play an absolutely essential part in meeting this challenge. Factories and defense plants would stand idle without miles of freight trains to bring them the raw materials that come from mine, mill, forest and farm in every corner of our far-flung nation. The finished products of our factories and war plants would be useless without the vast network of railroads to haul them to market and military camps and seaports.

To meet the challenge of this tremendous transportation job, America's railroads have been busily engaged on the biggest improvement and expansion program in their history. In the past five years, they have spent over five billion dollars for freight cars, locomotives and all the other equipment and improvements needed to make the world's biggest and best transportation system even bigger and better.

This year, the railroads are spending another billion-and-a-quarter dollars to carry on this program. Right now, they have on order more than 140,000 new freight cars, enough to keep the car builders working full time for the next year or more.

Provided they can get the steel and other materials they need, the railroads can be counted on to provide the freight cars America needs.

THE STREAMLINED EMPIRE BUILDER



Official flowers of states and Canadian provinces served by GN are carved into glass panels which separate lounge and observation sections.

Travel comfort supreme in the observation section of the lounge cars on the new streamlined Empire Builder.



New Empire Builder Lounge-Observation Cars

Unusual decorative treatments give expression to the vast territory spanned by Great Northern in the cars on the new streamlined Empire Builder. Each car offers a change of scene and activity.

The mountains and evergreen forests of the Pacific Northwest inspired the color scheme in the luxurious tapered-end lounge-observation cars. Here in solid comfort passengers may order refreshments, enjoy radio programs and recorded music, write letters, choose favorite magazines, chat, play cards or just relax and watch the outside beauty roll by.

Deep-cushioned settees and lounge chairs provide seating for 24 persons with table accommodations for an additional 12. Upholstery is in

needlepoint plush in mauve, wood-tone and turquoise. Deep carpeting in rose beige covers the floor. Card tables by two triangular settees and a corner settee are covered with American Elm Truwood Micarta, a high-pressure laminate. Magazine racks are also of American Elm with bases covered in Sandlewood Kalistron, a durable synthetic which resembles leather.

Partially separating lounge and observation sections is a full-height partition of half-inch safety glass with reproductions of state and provincial flowers carved in relief.

Gold Kalistron pier panels bear in full color, the seals of the ten states and two Canadian provinces served

(Continued on page 6)

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Bereavement



A. A. Hughes

Alfred A. Hughes, Great Northern Railway's Assistant General Passenger Agent at Chicago, Illinois, died suddenly on September 22.

Mr. Hughes came to Great Northern from the Burlington Lines in 1933, as a stenographer. He served successively as Passenger Clerk, City Passenger Agent and Traveling Passenger Agent before entering military service in 1942. Upon his discharge as a Major in the Army Air Forces he rejoined the railway as Traveling Passenger Agent. Appointed City Freight Agent in 1947, he rejoined the Passenger Traffic Department in 1948 as General Agent Passenger Department.

Mr. Hughes had been in charge of Great Northern's City Ticket Office in Chicago since August 1, 1951, when he succeeded Edwin H. Moot who retired.

Sir

NEW EMPIRE BUILDER

(Continued from page 5)

by Great Northern, and are flanked by drapes in solid blue-green with gold thread. The upper ceiling deck is painted light armor gray. The lower deck, with indirect fluorescent lighting around its perimeter is finished in cream, as are the frieze panels.

Wainscoting is covered in Red Birch Realwood Fromica. This wood was molded in a high-pressure laminate especially for these cars and marks the first time that red birch has been used in this way.

A decorative map of the Great Northern Railway system, molded in plastic, is mounted on the forward bulkhead of the car. Especially designed, the map is silk screen printed in shades of brown, light and dark blue-green and beige. Great Northern's route is shown in red-orange.

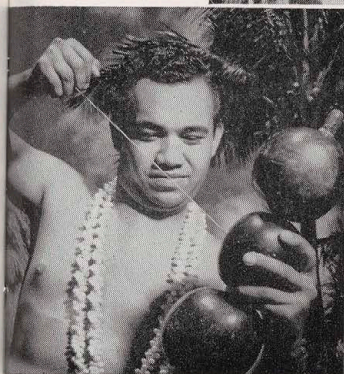
Kansas City-Shelby-Sweetgrass Sleeping Car Service

Westbound Omaha-Shelby-Sweetgrass sleeping car now operates from Kansas City. This sleeping car is handled on CB&Q Zephyr, train No. 21, leaving Kansas City at 4:00 PM, arriving Omaha at 8:20 PM; thence on present schedule leaving Omaha on CB&Q train No. 19-43 at 10:20 PM to Shelby and Sweetgrass.

This extension provides through Westbound sleeping car service from Kansas City to Shelby with connections at Shelby to Spokane, Seattle, Tacoma, Portland and other Pacific Northwest cities.

There is no change in the Eastbound Sweetgrass-Shelby sleeping car service which operates to Omaha only. Coach passengers from Kansas City en route to Montana and Pacific Northwest points continue to leave Kansas City on CB&Q train No. 43 at 6:30 PM.

Polynesian maidens dance to the rhythms of the pahu, native kettle drum and the puniu, snare drum.



← Pulling the string of the ulili spins the gourds producing a whistling effect.

Aloha Week in Hawaii

Autumn is as romantic as spring in the Hawaiian Islands where visitors may dine and dance out-of-doors in chiffon gowns and tropical suits every evening in the year. Orchids bloom in island gardens and the bright wild hibiscus colors the fall countryside. Lazy days on Waikiki beach are as much the custom in November as in May, and the Hawaiian sun tans autumn visitors to a summer bronze.

Aloha Week, the annual island celebration will be celebrated on three islands consecutively in 1951: on the Island of Oahu and City of Honolulu, October 15 through 21; Hawaii Island, October 21 through 27; Maui Island, October 29 through November 4. Visitors with long

vacations can weave continuous island entertainment into their inter-island sightseeing trips.

While Polynesian customs, costumes and music will background many Aloha Week events, this year's theme will emphasize more heavily than in previous years the cultural contributions of all the races which have settled the mid-Pacific. Japanese, Chinese, Korean, Filipino, Puerto Rican and Portuguese dancing and singing will be blended with the more familiar Hawaiian hulas, chants and songs in pageants, special party programs, village fishing festivals, parades and native feasts.

A special festival welcome will be given the liner Lurline as she enters

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Canada's Governor Visits Glacier Park



Left to right: Viscount Alexander, Governor General of Canada, his sons, and J. W. Emmert, Superintendent of Glacier National Park. Photo by Glacier Studios.

Visitors in Glacier National Park in Montana before the Park closed for the 1951 season, were His Excellency Viscount Alexander, Governor General of Canada, his two young sons, officials of the Canadian Government and representatives of the Province of Alberta.

Canadian Mounties, Montana Highway Patrolmen and park rangers escorted the motor caravan from the International Boundary to Many Glacier Hotel, thence over the Going-to-the-Sun Highway and back to the boundary. Superintendent J. W. Emmert of Glacier National Park, accompanied the party while in the Park.

The climate of Victoria Island is the mildest in all Canada. Victoria, the provincial capital, has an average winter daytime temperature of 42 degrees above zero.

Eight

Keep Our Forests Green!

Man-caused forest fires are a grave threat to our nation's defense and civilian economy. They destroy the timber America needs for lumber, paper, ply-wood and veneers, the good grass we need for meat, wool and leather. They threaten the sources of the water we must have for domestic use and for the hydro-electric power to keep our factories humming.

You or someone like you through criminal carelessness cause nine out of ten of the nearly 200,000 forest, woods and range fires that blacken millions of acres annually. Conditions that exist this season over much of our forest land make the situation even more alarming.

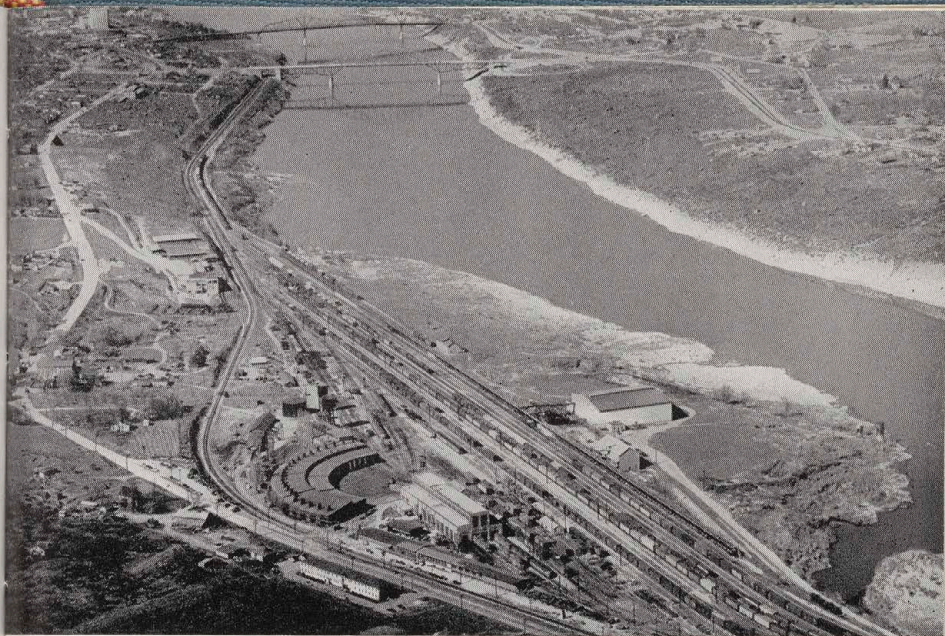
Remember—only you can prevent forest fires. Hold your match until it's cold, then break it to be sure. Crush out your cigarette, cigar or pipe ashes—use your ash tray. Drown your campfire, then stir and drown again. Ask about the law before burning grass, brush, fence rows or trash. Be careful always!

ALOHA WEEK IN HAWAII

(Continued from page 7)

Honolulu harbor October 17. Aloha Week royalty will be present in full regalia. Military craft and private cruisers will carry aloha groups. Passengers will join an auto cavalcade to city hall for an official welcome before going to their hotels.

Hawaii bound travelers from Eastern and Midwestern areas may, at no additional round trip rail fare, go in one direction either to or from shipside at San Francisco, via Great Northern's scenic and historical Northern route. Streamliners Empire Builder and Western Star make connections at Portland, Oregon, with streamliners to and from San Francisco.



Great Northern's Appleyard Terminal at Wenatchee, Washington. Photo by Al Winters.

GN Wenatchee Appleyard Terminal

Great Northern's Appleyard Terminal at Wenatchee, Washington, a small community in itself complete with hotel, business section and police force, is located in the heart of Washington's famous apple-growing country. It is a vital part of the state's economic life, annually handling around 30,000 carloads of fruit, manufactured products, food, livestock and supplies. Apples are by far the biggest percentage of freight handled, with one-third of the nation's supply being shipped annually.

To handle this tremendous amount of freight, the yard contains extensive icing facilities, 50 separate tracks and sidings to service over 2,100 cars. Cars of apples are loaded, iced, and made up into long trains, a job carried on with great speed. Before being loaded into the 'reef-

ers" the boxed apples pass through a cold room which brings the fruit down to a temperature at which it must remain during movement.

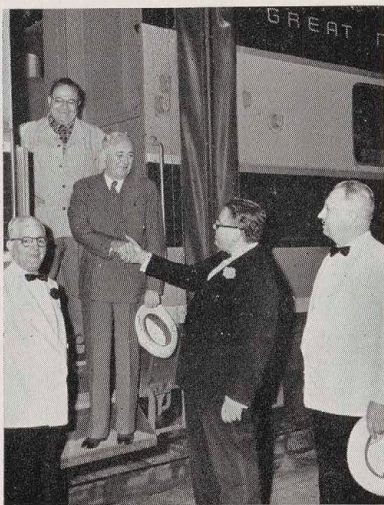
Approximately 520 engineers, firemen, electricians, switchmen and other railway personnel are employed the year around at this hub of Great Northern North Central Washington operations. The 50-room Appleyard Hotel is operated to accommodate train crews and other railway employees awaiting assignments.

As the Eastern terminus of Great Northern's electrified section of main line through the Cascade Range, maintenance work on the railway's electric locomotives is performed here, as is major repair work on steam locomotives and minor repairs on diesel-electric units.

Nine

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

VIPs Travel Empire Builder



Washington State Moose officials greet national officers Malcolm R. Giles (lower step) and Ray Seymour upon arrival at Spokane.

Among recent passengers aboard Great Northern's new streamlined Empire Builder were top officials of the Supreme Lodge, Loyal Order of Moose.

Malcolm R. Giles of Moosehart, Indiana, Director General, and Ray Seymour of Chicago, National Publicity Director, of the organization, traveled via the Empire Builder from Chicago to Spokane, en route to the Washington State Moose Conference at Spokane. They were met at Great Northern's station in Spokane by Al J. Sartori, Past Supreme Governor and General Chairman of the Washington State Conference, George W. Young, Associate Justice of the Supreme Forum, and William van Well, President of the Washington State Moose Association.

Ten

Community Chest 1951

Give



**It's a
BIGGER
Red Feather
This Year!**

It's a bigger Red Feather this year because the agencies of the United Defense Fund will be included in local Community Chest campaigns as Red Feather services. The United Defense Fund is a group of national agency defense services including the new USO, the United Community Defense Services, and a token gift of clothing and supplies for the people of Korea.

One Red Feather gift will serve four great purposes: provide for the nation's 15,000 regular Red Feather services to children, youth, the ill, the aged and the handicapped; show our men and women in uniform, through the USO, that the people back home are with them and for them; help communities congested by the defense mobilization solve their own health and welfare problems; give aid to the Korean people who have suffered so cruelly.

THE STREAMLINED EMPIRE BUILDER

1951

s a
GER
eather
Year!

er this year
the United
included in
campaigns
The United
of national
s including
d Communi-
and a token
plies for the

t will serve
provide for the
Red Feather
uth, the ill,
apped; show
in uniform,
the people
hem and for
es congested
zation solve
elfare prob-
orean people
ually.

**SPECIAL
TRAIN**
AMERICAN
PAPER AND PULP MILL
SUPERINTENDENTS
ASSN
CARS
SIN



▲ Left to right: Ray Barton, Kalamazoo, Mich., Trustee and Past President; Allan Hyer, New York City, Industrial Affiliates Chairman, American Pulp and Paper Mill Superintendents Association.



▲ Delegates were feted by the Pacific Coast Superintendents Division at a Western style "Round-Up" party in the lounge car.

◀ Fred C. Boyce of Milwaukee, Wis., "Daddy" of the Association. "Paper Makers" Fibre Containers Magazine photos.



Pulp and Paper Mill Superintendents Travel GN

Approximately 200 members of the American Pulp and Paper Mill Superintendents Association and Affiliates recently traveled by Great Northern Special Train from Chicago to Portland, Oregon, en route to the organization's 32nd Annual National Convention.

The itinerary included a stop-off motor coach tour of Glacier National Park in the Montana Rockies, and the Columbia River Highway Drive.

One of the special features of the trip was a Western style "Round-Up" party in the observation-lounge car. The "Round-Up" party was staged by the Pacific Coast Division

of the Association and was complete with varicolored gaucho hats and kerchiefs.

The American Pulp and Paper Mill Superintendents Association was organized in 1919 and is composed of pulp and paper mill executives who are interested primarily in ways and means of solving non-competitive problems relating to the production processes of the pulp and paper industry and to the operation of pulp and paper mills. Greatest concentration of membership is in the pulp and paper producing areas of the United States and Canada, including the Pacific Coast.

Eleven

THE STREAMLINED WESTERN STAR

Washington Leads in Apple Production



Press releases featuring VIPS like Apple Blossom Queen Marylyle Cunningham and Bob Crosby are sent across the nation.

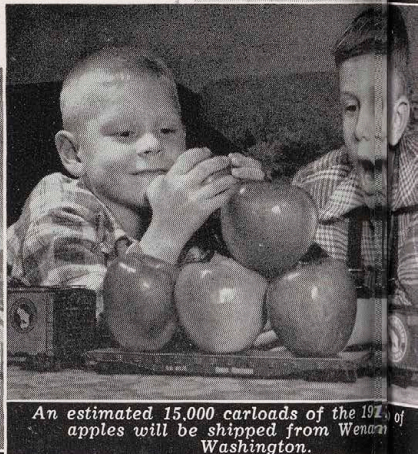
Ever wonder where all the apples that Americans eat come from?

Well, most of them come from the State of Washington. Some 29,029,000 bushels of apples, approximately a third of the 100,478,000 bushels produced throughout the Nation in 1948, came from the State of Washington, according to U. S. Department of Agriculture figures.

(Continued on page 14)



Special sales and display material are furnished to retailers featuring Washington State Apples.



An estimated 15,000 carloads of the 19% of apples will be shipped from Wenatchee Washington.

Many of the pictures appearing on this page were furnished through the courtesy of the Washington State Apple Commission.



Special
Nation
of

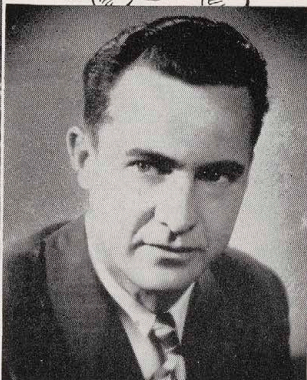
ls Nation lution



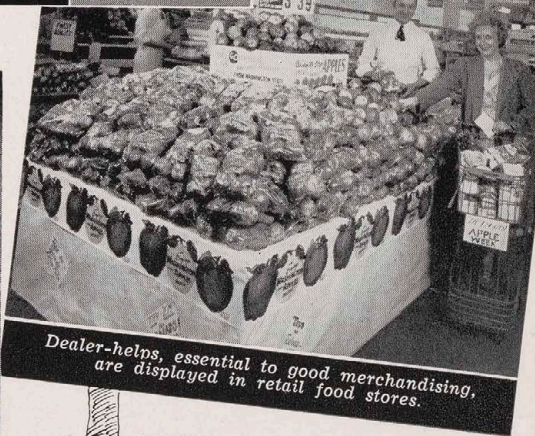
Mrs. Eleanor Roosevelt is presented
with a box of assorted Washington
apples.



Specially prepared window displays featuring
National Apple Week appear in GN ticket
offices in many metropolitan cities.



Harold Copple, Secretary-
Manager, Washington
Apple Commission.



Dealer-helms, essential to good merchandising,
are displayed in retail food stores.



oads of crop of
ed from here,
ington.

ppering else pages
gh the port of the
Apple Commission.

DEFENSE



IS YOUR JOB TOO!



**Buy an extra BOND
for DEFENSE**

Fargo-Moorhead Pullman Service

Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead during the period October 1, 1951, through January 31, 1952, will be operated by Great Northern Railway under rotating plan which alternates such service for four month periods between Great Northern and Northern Pacific railways.

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

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

Fourteen

WASHINGTON STATE APPLES

(Continued from page 12)

That the apple growers of Washington State have acted wisely and well in promoting the sale of their product is evidenced by the fact that "Washington State" has come to be practically synonymous with "apples".

In 1913, several Central Washington growers decided to assess themselves 10 cents a box to advertise their apples more widely. The plan met with considerable success and other Washington groups took it up. In the early 1920's, the Wenatchee district set up an "Eat Wenatchee Apples" campaign and shortly thereafter the growers of the Wenatchee-Okanogan district paid a 3 cent per box assessment to promote the sale of their fruit.

None of these early attempts to promote wider use of Washington apples was entirely successful, however, because each failed to interest all the fruit growers in the state with the result that only a portion of the fruit grown paid the entire advertising bill. Accordingly in 1937, a proposed law was drafted, presented to and passed by the legislature, establishing the Washington State Apple Advertising Commission. This group is authorized to assess each packed box of apples sold on the commercial market. The funds thereby derived are used not only to advertise the fruit all over the Nation but to finance research work aimed at helping growers to produce and ship better fruit.

The Washington State Apple Commission is composed of 11 members, seven of whom are growers and four are shippers. Three growers and two shippers represent the Wenatchee-Okanogan area. Each commissioner is appointed by the Governor of the State of Washington after con-

(Continued on page 16)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Forewarned

The state congressman stood in front of the hotel in the cool of the evening. Up drove a farmer and parked. "Hey, mister," he said, addressing the congressman, "how about watchin' my car while I do some shoppin' for the old lady?"

Drawing himself up to his fullest height, the congressman said, "My good man, I'll have you know I am a congressman of this state!"

"Oh, I see," said the farmer. "I'll get somebody else, then. But thanks for warning me."

* * *

Relevant

An elderly judge was having lunch one hot, sultry day when a friend stopped at his table.

"You shouldn't drink hot coffee on a day like this," cautioned the friend. "You should drink something iced and stimulating. Have you tried gin and ginger ale?"

"No," snapped the judge, "but I've tried a number of people who have!"

* * *

Mistaken Identity

He—Pardon me, but you look like Helen Green.

She—So what? I look worse in pink.

Take Your Choice

An official who had occasion to write to a member of the Chinese colony, mindful of the Oriental's appreciation of flowery language, and of his own duty to the cause of good public relations, ended his letter with the wish: "May Heaven preserve you always."

To the delight of the official's office staff, the Chinaman responded with: "May Heaven pickle you, too."

* * *

There's a Difference?

A professor of English had a very pretty secretary. One day his wife, entering his study unexpectedly, found the secretary sitting on his knee.

"Eustache," she said, "I am surprised."

The professor turned around. "No, my dear," he said. "We are surprised; you are astonished."

* * *

There's a Reason

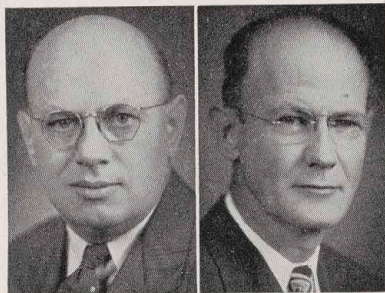
First Business Man: "Since I have my new car I don't have to walk to the bank to make my deposits."

Second Business Man: "Now you drive over, eh?"

First Business Man: "No, I just don't make any."

Fifteen

GN Appointments



Mr. McGuire

Mr. Tein

Appointment of E. F. McGuire as Assistant General Freight Agent, with headquarters at Saint Paul is announced by G. F. Hardy, Great Northern's General Freight Traffic Manager.

Mr. McGuire began employment with Great Northern in Saint Paul in 1938 as a clerk, and since 1946 has been Commerce Agent.

A. N. Tein has been named Commerce Agent succeeding Mr. McGuire. Mr. Tein joined the railway in Saint Paul in 1919 as a clerk. He has been Assistant to the Assistant General Freight Traffic Manager since 1948.

WASHINGTON STATE APPLES

(Continued from page 14)

ferences with industry representatives to ascertain who are considered best fitted for the task. Commissioners serve without salary being eligible only for a nominal fee on days they meet which usually is once a month. To carry on the day-to-day administration of commission business, there is an executive secretary and assistant, along with department heads and a secretarial staff.

The commission's basic function is to encourage wider use of Washington apples by advertising them as widely as funds permit. Such advertising media as newspapers, ra-

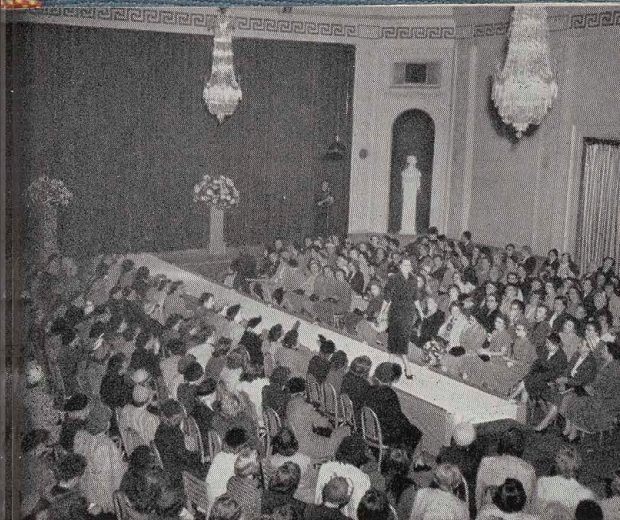
dio, magazines, billboards, posters, leaflets and folders are used. Still another device aimed directly at the consumer is the display material which includes brightly colored banners and posters, price cards and bulletins which are placed in fruit departments of grocery stores. The commission also employs a staff of dealer service men who are stationed throughout the country and who visit heads of large retail organizations, chain store executives, and assist retailers in staging special apple sales. A publicity department publicizes apples at every opportunity, and a home economics bureau prepares information for home economics teachers, newspaper and radio food editors, home demonstration agents and others who deal with preparation and use of fruits and vegetables.

Technical phases of the work such as the design of advertisements and placement in newspapers, magazines and other media are handled by an advertising agency which specializes in such service.

Because it is just as important to keep the seller of Washington apples as informed as it is the consumer, the commission prepares and distributes messages about crop conditions, apple sizes and other data to jobbers, brokers and wholesalers through trade publications.

After a rather disappointing start for the 1951 season because of exceptionally late frosts throughout the state, conditions have greatly improved. Although the harvest will fall somewhat short of previous records, quality is expected to be exceedingly high with a greater percentage of large sized fruit.

It is estimated that approximately 15,000 cars of apples will be shipped from Wenatchee, Washington, "The Apple Capital of the World" in 1951 to markets throughout the Nation.



▲ Great Northern's Gwen Peterson models a dark purple corduroy suit with contrasting hat.

Miss Peterson in a tartan plaid outfit with jersey blouse.



Career Girl Style Show

Business girls from ten of Saint Paul's leading industries and a like number of professional models recently participated in a style show staged in the Continental Room of the Hotel Saint Paul, sponsored by Field-Schlick, Incorporated, one of the city's most exclusive women's stores. The event which featured fall and winter sports and casual apparel designed especially for career girls, attracted spectators in such numbers that additional rooms had to be opened to accommodate the overflow.

Miss Gwen Peterson, Great Northern Winter Carnival Queen in 1949 and employed in the Treasurer's office represented the railway. Miss Peterson modeled four outfits; a jersey blouse with tartan plaid skirt, stole and hat; a blue denim skirt with cotton plaid blouse; a one piece bittersweet orange wool jersey dress with hat to match, and a dark purple corduroy suit with contrasting purple hat.

Miss Peggy Henry, Fashion Coordinator of Field-Schlick, Incorporated, acted as commentator.

Luxury Liner Sold for Scrap

The SS Princess Victoria, the once-proud speed queen of the North Pacific coast, has passed from the local scene after a half-century of service. The veteran Canadian Pacific passenger ship, known as "Troup's Folly" was the first to ply

the triangle run between Victoria and Vancouver, British Columbia, and Seattle, Washington. The last word in luxury when she was brought out around the Horn at the turn of the century, the ship is being broken up for scrap metal.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Passenger Train Schedule Changes

Adjustments in schedules of Great Northern trains 355-356-357-358 at intermediate stations between Seattle

and Vancouver, B. C., as follows, will be in effect beginning Sunday, October 14:

No. 357	No. 355		No. 356	No. 358
12:30p	8:10a	Lv. Vancouver, B. C.	Ar. 11:40a	2:00p
12:50p	8:30a	New Westminster	11:14a	1:33p
		Colebrook		f 1:10p
		Crescent		12:52p
1:22p	9:02a	White Rock, B. C.	10:40a	12:45p
1:30p	9:17a	Blaine, Wash.	10:26a	12:01p
		Custer		11:44a
		Ferndale		11:35a
1:57p	9:45a	Bellingham	10:01a	11:18a
		South Bellingham		f 10:58a
		Samish		f 10:42a
		Bow		f 10:35a
		Burlington		10:20a
2:39p	10:27a	Mount Vernon	9:22a	10:13a
		Fir		f 9:57a
		Stanwood		9:48a
		Silvana		9:39a
		English		f 9:34a
		Marysville		9:24a
3:30p	11:12a	Everett	8:40a	9:10a
		Mukilteo		f 8:49a
		Meadowdale		f 8:38a
		Edmonds		8:33a
		Richmond Beach		f 8:26a
		Interbay		8:13a
4:25p	12:05p	Ar. Seattle	Lv. 7:45a	8:00a

There will be no changes in the terminals time of the above trains nor in the schedules of trains 359, 360, 361 and 362 between Seattle and Vancouver.

Effective October 7, Great Northern trains Nos. 9 and 10 will operate on a revised daily schedule between Grand Forks and Minot, North Dakota, as follows:

No. 9		No. 10
8:45 AM	Lv. Grand Forks	Ar. 7:25 PM
9:40 AM	Lv. Larimore	Lv. 6:43 PM
10:48 AM	Lv. Lakota	Lv. 5:31 PM
11:30 AM	Ar. Devils Lake	Lv. 4:45 PM
11:55 AM	Lv. Devils Lake	Ar. 4:45 PM
12:27 PM	Lv. Church's Ferry	Lv. 4:09 PM
1:53 PM	Lv. Rugby	Lv. 3:08 PM
3:35 PM	Ar. Minot	Lv. 1:30 PM

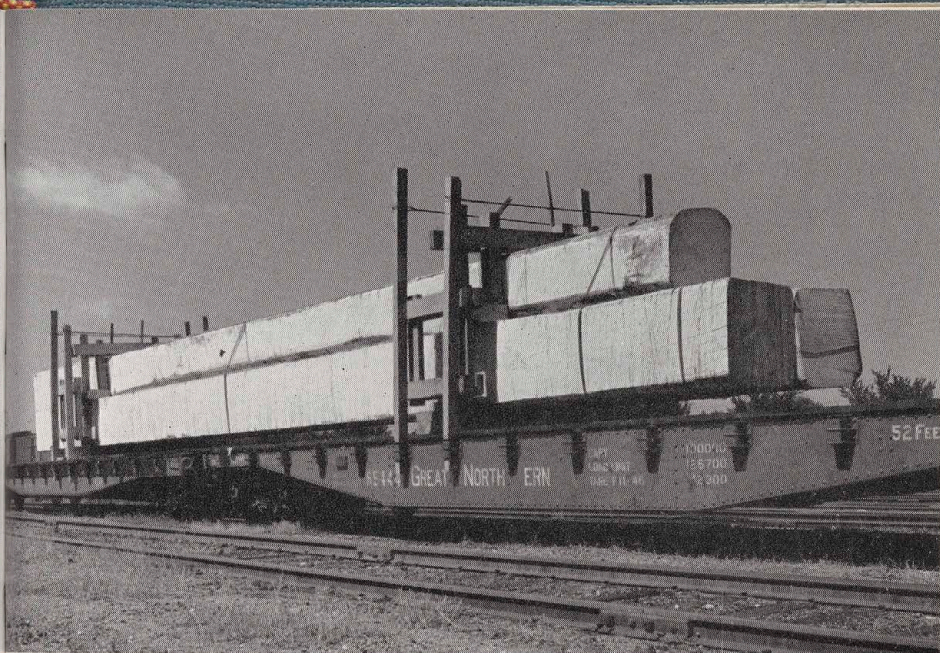
Eighteen

will
Oc-

358
00p
33p
10p
52p
45p
01p
44a
35a
18a
58a
42a
35a
20a
13a
57a
48a
39a
34a
24a
9:10a
8:49a
8:38a
8:33a
8:26a
8:13a
8:00a

orth-
operate
between
Da-

o. 10
25 PM
43 PM
31 PM
45 PM
45 PM
09 PM
08 PM
30 PM



Huge timber shipment required two flatcars which were locked together.

Big Timbers Go Great Northern

Three giant timbers hewn from huge fir trees felled in the Suiattle River region of Snohomish County, Washington, were recently transported from Everett, Washington, to the Twin Cities via Great Northern, en route to Boston where they are to be used as "spuds" or foot pieces in a harbor dredge.

Measuring seventy feet in length and a full yard square, each of the timbers weighed in excess of twelve tons. The trees from which the spuds were hewn topped 200 feet. One of the trees was cut last winter and the other two more recently.

At Everett the logs were trimmed to dimensions by chain saw and treated with 50 gallons of preservative. It was necessary in handling the shipment to lock together two 52-foot Great Northern flatcars, each with a capacity of over 100,000 pounds.

Old timers in the area commented that it was a unique event in Snohomish County's long logging history and may be near a tonnage record. The job was handled by the Norris Pole and Piling Company on contract to the City of Boston.

Nineteen



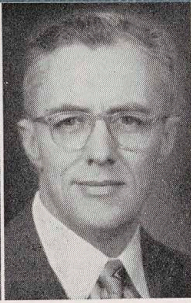
French



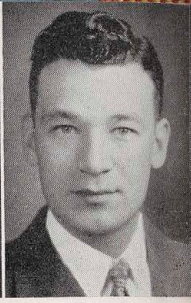
Thorson



Class



Gibson



Hanggi

GN Passenger Department Changes

Great Northern Railway passenger department appointments in Chicago, Saint Paul and Minneapolis, are announced by P. G. Holmes, Passenger Traffic Manager.

Graham M. French, General Agent Passenger Department, in charge of the Saint Paul City Ticket Office, has been named Assistant General Passenger Agent in charge of the Chicago City Ticket Office succeeding A. A. Hughes, deceased.

Mr. French affiliated with Great Northern in 1936 after several years with various steamship firms. Before coming to Saint Paul, he was Assistant City Passenger Agent at Seattle, Traveling Passenger Agent at Spokane, and Traveling Passenger Agent at Los Angeles.

Succeeding Mr. French as General Agent Passenger Department at Saint Paul, is Stanley T. Thorson who has been District Passenger Agent with headquarters in Saint Paul since 1948. Mr. Thorson's Great Northern service began at Seattle in 1935. Later he was at Oakland, California, and Tacoma, Washington, before being appointed City Passenger Agent in Spokane in 1940.

R. J. Class, who has been Traveling Passenger Agent with headquart-

ers in Saint Paul, has been named District Passenger Agent succeeding Mr. Thorson. He joined Great Northern in 1928 at Saint Paul as an office boy in the Passenger Traffic Department and held various positions in that department before becoming Assistant Chief Clerk and City Passenger Agent.

H. L. Gibson, first employed by the railway as a steno-clerk at Des Moines, Iowa, in 1936, has been named Traveling Passenger Agent succeeding Mr. Class. Mr. Gibson transferred to Minneapolis in 1940 where he served successively as steno-clerk, Passenger Representative and City Ticket Agent.

E. J. Hanggi becomes City Passenger Agent at Saint Paul succeeding Mr. Gibson. Mr. Hanggi joined Great Northern in 1942 as a clerk in the Auditor Freight Receipts Department and has served as Passenger Representative at Saint Paul, Seattle and Minneapolis.

Succeeding Mr. Hanggi as Passenger Representative in the Minneapolis City Ticket Office is Clifford V. Paulson, former stenographer there, who joined the railway in 1948 at Saint Paul as secretary to the General Passenger Agent.

Twenty

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Personnel Changes



Brashares

Seaholm

Johnson

Retirement of H. E. Brashares, Great Northern Railway Superintendent of Signals, is announced by I. G. Pool, Operations Vice President.

Mr. Brashares' signal department affiliation began in 1911 as Inspector. He became Office Engineer in 1921, Assistant Signal Engineer in 1923, Assistant Superintendent in 1924, and Superintendent in 1938.

Succeeding Mr. Brashares, as Superintendent of Signals, is R. A. Seaholm who has been with the railway since 1919. Mr. Seaholm served successively as Signal Helper, Inspector and Office Engineer, before being appointed Assistant Superintendent of Signals in 1938.

R. A. Johnson, former Circuit Engineer, becomes Assistant Superintendent of Signals. Mr. Johnson was first employed by Great Northern in 1918. He was Assistant Signal Engineer for the Minnesota Railway and Warehouse Commission and Assistant Signal Supervisor for the Soo Line from 1932 to 1939, when he returned to Great Northern.

Despite an all-time high record in production of high explosives and black powder, there were no deaths or injuries chargeable to rail transportation of commercial explosives, the 29th consecutive year in which this record has been maintained.

Railroad Hour



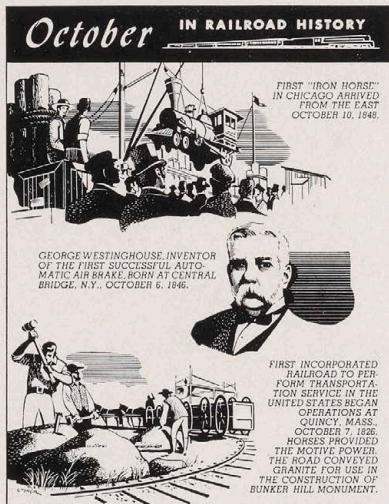
Dorothy Kirsten, star of the Metropolitan Opera Company, will be one of the most frequent guest stars on the Railroad Hour fall and winter series.

The Railroad Hour, popular musical show featuring baritone Gordon MacRae and co-starring prominent stage, screen and radio personalities, has returned to its regular Fall and Winter programs presenting great musical dramas and operettas especially adapted for radio.

Broadcasts for the balance of October include "Martha" with Dorothy Kirsten, October 15; "Sweethearts" with Mimi Benzell, October 22; "Jubilee" with Dorothy Kirsten, October 29.

The Railroad Hour is sponsored by the Association of American Railroads and is heard over radio stations of the NBC network 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.

Twenty-one



GEORGE WESTINGHOUSE, INVENTOR OF THE FIRST SUCCESSFUL AUTOMATIC AIR BRAKE, BORN AT CENTRAL BRIDGE, N.Y., OCTOBER 6, 1846.



FIRST INCORPORATED RAILROAD TO PERFORM TRANSPORTATION SERVICE IN THE UNITED STATES BEGAN OPERATIONS AT QUINCY, MASS., OCTOBER 7, 1826. HORSES PROVIDED THE MOTIVE POWER. THE ROAD CONVEYED GRANTS FOR USE IN THE CONSTRUCTION OF BUNKER HILL MONUMENT.

International Live Stock Exposition

Farmers, stockmen and others interested in the raising of livestock will take over Chicago when the 52nd annual International Live Stock Exposition gets underway November 24, for an eight-day run at the International Amphitheatre at the Chicago Stock Yards.

Show window for America's livestock industry, the Exposition generates more interest in the agricultural world than any similar event. Prize money offered exhibitors will total \$100,000 in cash awards to the winners.

Selection of the grand champion steer is the high point of the show. Another climax of interest is reached during the sale of the champion, which last year, was auctioned for the record price of \$12.00 per pound.

The International Horse Show, top horse show of the land, will have eight evening and five matinee performances in the arena of the Amphitheatre.

Twenty-two

Retirement

Charles Doherty, Great Northern Depot Ticket Agent at Great Falls, Montana, has retired after 35 years of service with the railway.



Mr. Doherty

Mr. Doherty was born in Albany, Oregon, the son of a stage line operator who handled freight and passenger runs between Montana points. He began work as a ticket agent for his father at Lewistown in 1902.

Few railroaders have been part of the change from stage line days of the horse and buckboard to the diesel era of streamliners and locomotives capable of pulling thousands of tons.

October in California

October is the peak month of the "Second Summer" Southern California vacation season. Throughout the area are events of interest to those who are able to spend time here during this season.

Grape harvest time offers unusual sightseeing opportunities. Blue, red and yellow grapes hang in thick clusters through miles of vineyards. The world's biggest vineyard, 5,000 acres, stretches over the valley below mile-high mountains near San Bernardino.

Elsewhere in the area, especially at world-famous desert resorts where activity has been at a minimum during the summer, October marks the beginning of the "winter" season.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1951, are: John H. Burke, engineer, Breckenridge, Minn.; Fred S. Beitey, engineer, Hillyard, Wash.; Robert Crohn, engineer, Minneapolis, Minn.; Albert M. Deverell, chief dispatcher, St. Paul, Minn.; Alvanley Johnston, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, Cleveland, Ohio; George A. Phelps, engineer, Superior, Wis.; Oscar Raden, section foreman, Blanchard, N. D.; Lloyd H. Van Camp, employment agent, Sauk Centre, Minn.; Roy C. Winburn, baggage agent, Great Falls, Mont.

Members reported pensioned during September, 1951, are: Herbert M. Batcheller, scale inspector, Minneapolis, Minn.; Carl A. Bjorkman, general foreman, Superior, Wis.; William A. Curran, toll collector, Superior, Wis.; Charles Doherty, ticket agent, Great Falls, Mont.; Hans C. Garstad, locomotive engineer, Sioux Falls, S. D.; Edwin H. Moot, general passenger agent, Chicago, Ill.; Clarence M. Mensing, conductor, Minot, N. D.; Frank B. Maynard, locomotive engineer, Willmar, Minn.; Thurman Roush, blacksmith helper, Minot, N. D.; Oscar N. Staaf,

gateman, Minneapolis, Minn.; Olaf N. Volden, wreck foreman, Minneapolis, Minn.

* * *

The name of "Trains" Magazine, popular railroading publication, has been changed to "Trains & Travel" beginning with the October, 1951 issue. The change was made in order to more accurately indicate the field covered by the magazine, as the former name was somewhat misleading and was often confused with toy trains and miniature railroads.

* * *

The men who helped build the largest power plant at Grand Coulee Dam during the last 11 years, initiated the start of the last 108,000-kilowatt generator in special ceremonies on September 14.

* * *

The Saint Paul, Minnesota, Annual Winter Carnival will be observed in 1952, January 26 through February 3.

* * *

R. J. Bayer, editor of Traffic World magazine, delivered the main address at a combined dinner meeting of the San Francisco Traffic Club and the San Francisco Women's Traffic Club, held in September.

Twenty-three

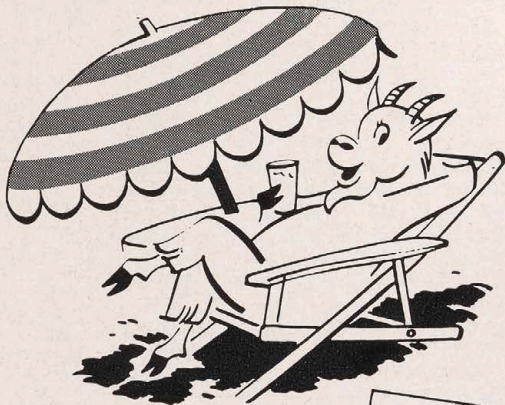
GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

2 Great Ways to go to

California

Thru Pacific Northwest

Go Great Northern on your trip to or from California. See magnificent country through wide-view picture windows. Relax in streamlined comfort. Luxurious Day-Nite coaches. Ultra-modern Pullman accommodations. NO EXTRA FARE on the streamlined Empire Builder or Western Star. Direct connections with streamliners to and from California.



SEE GLACIER NATIONAL PARK

in the Montana Rockies

Massive colorful peaks harboring ancient glaciers. Thrilling mountain vistas.



PORTLAND

City of Roses on the mighty Columbia River—Mount Hood.



SPOKANE

Capital of the Inland Empire. Grand Coulee Dam.



PUGET SOUND

Seattle and Tacoma, busy seaports and gateways to scenic centers

Great Northern's 2 Great Trains
EMPIRE BUILDER WESTERN STAR

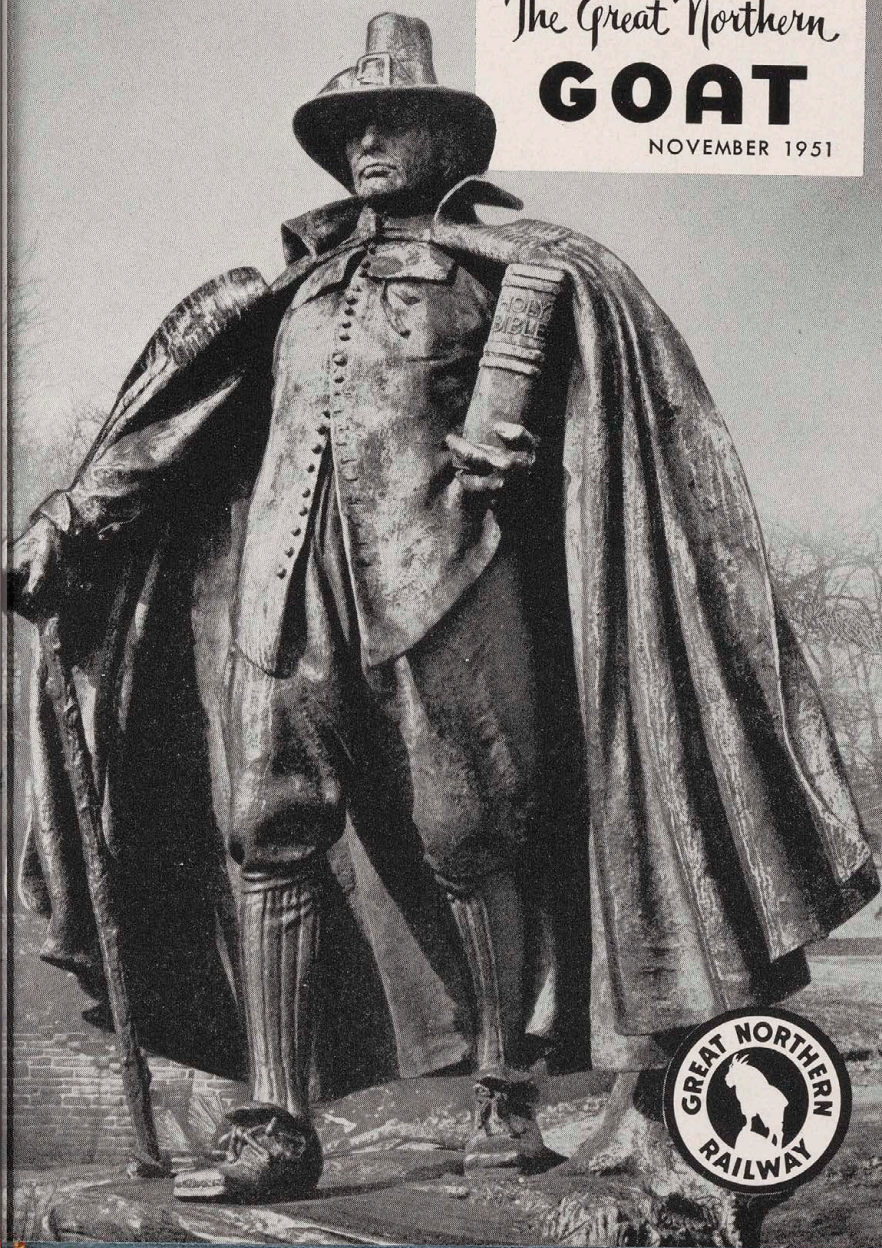
NEWEST AND BEST TO AND FROM THE PACIFIC NORTHWEST

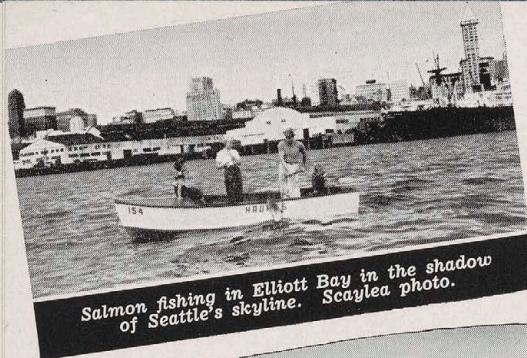


The Great Northern

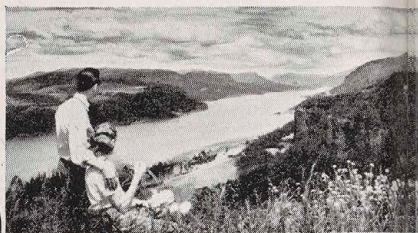
GOAT

NOVEMBER 1951



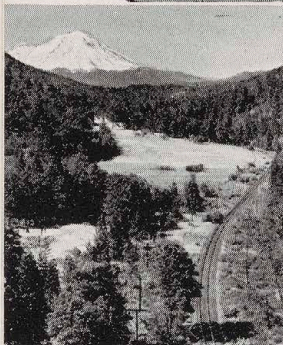


Salmon fishing in Elliott Bay in the shadow of Seattle's skyline. Scaylea photo.

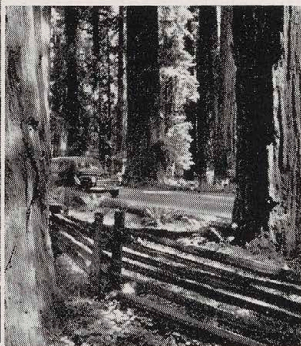


The scenic gorge of the Columbia River separates Washington and Oregon. Atkeson photo.

California thru the Pacific Northwest



Mount Shasta, 14,380 feet, dominates the Northern California landscape.



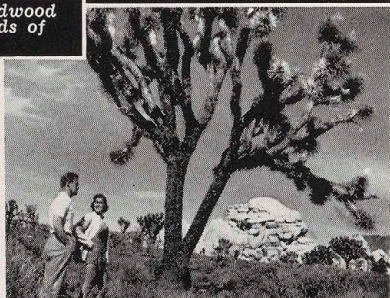
Giant trees of the Redwood Empire are thousands of years old.



Cable cars still navigate the steep hills of cosmopolitan San Francisco. A. Devaney photo.



Busy Wilshire Boulevard bisects MacArthur Park in sprawling Los Angeles.



Weird Joshua trees and fantastic rock formations in Southern California's desert resort area.

California Beckons Winter Vacationists

The State of California, extending for hundreds of miles Northward from Old Mexico, is generally recognized as the country's premier all-year vacationland. The late fall and winter season, offers much to do and see for visitors from colder climes.

The great metropolitan centers of the state are visited by thousands at this time of year. Cosmopolitan San Francisco with its bustling water-front, great bridges, quaint cable cars, picturesque Chinatown and world-famed restaurants possesses an individual charm. Sprawling Los Angeles, where on brick-paved Olvera Street, Mexican costumed merchants vend their merchandise, has undergone many changes in recent years. Instead of skyscrapers, the city uses comparatively low buildings with walls almost entirely of glass, better to enjoy the Southern California sun. Lush banana trees landscape one new bank. A department store's entrance is marked by towering palms, and blooming roses trail up to the windows of office buildings. Glamorous Hollywood is rapidly moving into first place as the world's television capital. Seven TV stations are in operation and stars of stage, screen and radio make frequent personal appearances. Those who want tickets usually can obtain them by writing stations in advance.

The quaint old Spanish missions along the Pacific Coast, long popular with sightseers, are being restored. Mission San Luis Rey, north of San Diego, has been reconstructed and Mission San Fernando, in the valley where film stars maintain ranches, has also been restored.

Activity at Southern California desert playgrounds is in full swing, while in the mountains winter sports enthusiasts enjoy skiing and other

snow sports. California is the only place in North America where vacationists may breakfast beside the Pacific Ocean and lunch at a desert oasis. Travel from one to the other takes less than half a day and offers a fascinating variety of sightseeing.

At the sea shore the landscape has the appearance of spring. Poinsettias are coming out shooting their crimson bursts up to reach bungalow eaves by Christmas time. The foothills are lush green and below them stretch miles of orange groves. Their waxy green leaves appear like an ocean around San Bernardino where the National Orange Show, great fair of the citrus industry, is held.

On the Eastern side of the mountains the green grass gives way to cactus and weird Joshua trees. This is the great desert playground of oases and resorts. Victorville is the center of the dude ranch country. Twenty-Nine Palms is named for the palms of that number found bunched around a desert pool. This is the gateway to the Joshua Tree National Forest. Giant rocks are eroded into all sorts of queer shapes. The only tree found in the vicinity is the Joshua, a giant desert lily with thick green arms jointing off at grotesque angles.

Palms shade cacti-lined paths at the oasis of Palm Springs, the desert resort so popular with film stars. Palm Springs boasts 350 outdoor swimming pools. There is a fine municipal golf course backdropped by multi-colored rock mountains.

In contrast, on the other side of the mountains, is the seaside art colony of Laguna Beach. Here is a spectacular panorama of sea-splashed cliffs stretching as far as the eye can see.

(Continued on page 6)

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



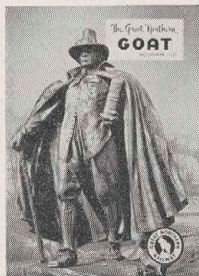
VOL. 21 November, 1951 No. 11

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



"Brave and high-souled Pilgrims, You who knew no fears, How your words of thankfulness Go ringing down the years."

Photo by Louis C. Williams, Evanston, Ill.

Four

Thanksgiving 1951

As friends and families gather for the traditional Thanksgiving dinner tables are laden again this year with an abundance and variety of food.

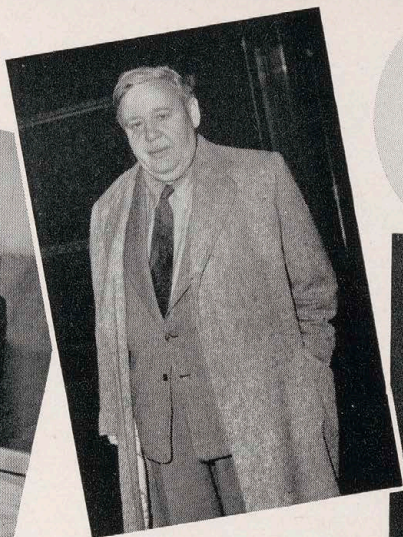
When the Pilgrim Fathers first landed in New England in 1620, they established their colony under a communist system. It was to be share and share alike. Share equally in the work and equally in the results thereof. But many shirked their duties and not enough food was produced to go around. In the vicious cycle that ensued many complained that they were too weak to tend the crops and deeply religious though they were, they took to plundering from one another.

The system was given up as a failure in 1623, and each family was given its own parcel of land. Provided with an incentive the people became industrious and the colony as a whole prospered.

So it is today. Under our system of private enterprise our nation has become great and powerful, and its citizens enjoy a standard of living unequaled elsewhere in the world. But there are those who, in their lust for power and who to gain their own selfish ends, would have us revert to a system based on scarcity which over the centuries has been proven a failure.

Now, as never before, let us give thanks for another bountiful harvest and the priceless freedom that has made America powerful, prosperous and free. Let us ever strive to keep it thus so that future Thanksgivings may be as munificent as those in the past.

THE STREAMLINED EMPIRE BUILDER



*The First Drama Quartette.
Charles Boyer, left; Charles
Laughton, above; Sir Cedric Hard-
wicke, right; Agnes Moorehead,
in circle.*

VIPs Travel Great Northern

Recent VIPs aboard Great Northern's streamlined Red River from Fargo, North Dakota, to the Twin Cities, en route to Kansas City, Missouri, were Charles Laughton, Charles Boyer, Agnes Moorehead and Sir Cedric Hardwicke. Each a distinguished actor and star of stage and screen in his own right, the group is appearing under the name of the First Drama Quartette, in many cities throughout the country.

Appearing in "Don Juan in Hell", the First Drama Quartette is presenting one of the lesser known plays of George Bernard Shaw's Man and

Superman cycle. The group is unusual not only because of the exceptionally high calibre of its cast, but because its members perform at microphones on a bare stage without benefit of scenery, props or costuming. They read rather than enact the drama, and according to critics who hail the performances of the First Drama Quartette as a new experience in the theatre, the reading is so expertly done and so convincing that by the use of their voices alone, an illusion so real is created that the hearer is kept constantly on the edge of his seat.

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Bereavement



Mr. De Rooy

Arie "Andy" De Rooy, Great Northern Railway Supervisor of Parks since 1934, passed away during the late summer at Glacier Park, Montana.

Born in Holland, De Rooy migrated to the United States via Canada with his wife and three children, in 1921. He came to the railway as gardener at the Everett, Washington, passenger station in 1926, and subsequently was made Supervisor of Parks.

Tony De Rooy has been named the new Supervisor of Parks with headquarters at Monroe, Washington, succeeding his father.

CALIFORNIA

(Continued from page 3)

Up the coast at Santa Barbara, the Spanish heritage is preserved and vacationists can explore venerated Spanish adobes still standing in the downtown section. Modern buildings are modeled after quaint Spanish adobes presenting a pleasant blending of two cultures.

Vacationists from the East and Middle West may, at little or no additional round-trip rail fare, travel in one direction to or from many points in California via Great Northern's scenic evergreen Northern route. The railway's two great trans-continental streamliners, Empire Builder and Western Star, connect at Portland with streamliners to and from California.

Six

Nickel-Omics

Like the old gray mare of yesteryear, the American nickel isn't what it used to be. The 5-cent piece doesn't pack much punch these days at the grocery store, the meat market and other places where you buy the things you need.

The nickel has meant less and less to Great Northern, too, in the past dozen years—especially for buying things the railway must have to provide transportation services.

Wages are a good example, for payroll is our biggest expense item. A nickel was worth 4 minutes of average employee service in 1939, but good for only 1¾ minutes as of July 1, this year.

In addition to the 140 per cent increase in Great Northern's payroll costs since 1939, there has been a 131 per cent advance in prices of materials and supplies in the past 12 years.

The track spike is a basic necessity of railway operation. In 1941 a single track spike, of which Great Northern uses between three and one-half and four million annually, cost about 4½¢ each. Today, a single track spike costs almost two nickels. Great Northern has to haul one ton of average freight 8 miles over the railway to pay for this insignificant piece of steel.

In 1945—when prices really began climbing—the general level of railway freight rates was no higher than in 1939, and somewhat lower than in the late 20s and 30s.

However, the unit selling price of Great Northern's service—the average charge for moving one ton of freight one mile—has risen only 35 per cent in the past six years!

What has been the effect of the postwar increases on the cost of buying railway transportation? We're now talking about your nickel, and

(Continued on page 14)



▲ Princess Elizabeth and Prince Philip take the royal salute upon their arrival at Winnipeg. Winnipeg Free Press photo.



▲ The royal couple preceded by the princess' personal standard. Free Press photo.



◀ Members of the RCMP lock arms to hold back the pressing throngs. Winnipeg Tribune photo.

Winnipeg Fetes British Royalty

Real Western hospitality was accorded HRH Princess Elizabeth, heir apparent to the British throne and HRH Prince Philip, Duke of Edinburgh, her consort, during recent visits to Winnipeg, Manitoba, and Vancouver, British Columbia.

Poised and gracious, Princess Elizabeth and Prince Philip captured the hearts of thousands of Canadians during their 11-hour stay in Winnipeg, and the city's opportunity to welcome the royal couple to Western Canada left nothing to be desired.

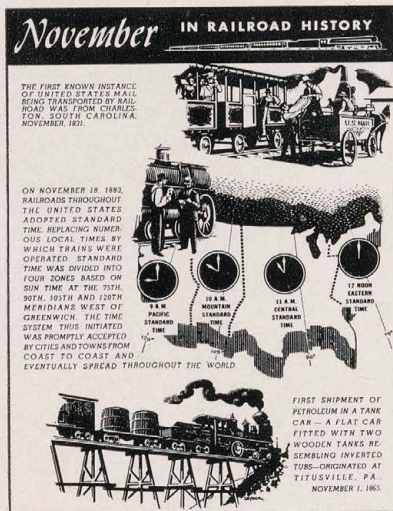
After being welcomed officially to the province and the city, the royal couple visited a military hospital and toured Winnipeg's commercial district before attending a government-sponsored luncheon at the Royal Alexandria Hotel. The afternoon

was given over to more sightseeing and the evening to a buffet dinner at government house followed by a command performance by the Winnipeg Ballet Company.

Canada has for many years, been traditionally visited by the heir apparent to the British throne. King Edward VII, as Prince of Wales, spent two months in the Dominion in 1860. In 1901, Canada played host to the Duke and Duchess of Cornwall and York, later King George V and Queen Mary. Eighteen years later came the visit of Edward, Prince of Wales, later King Edward VIII, now the Duke of Windsor. The last royal tour of the Dominion was made by Princess Elizabeth's parents, King George VI and Queen Elizabeth in 1939.

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



More GN Motive Power

Purchase of 47 new diesel-electric locomotive units costing an estimated \$8,150,000 was authorized by the Great Northern Railway Company board of directors meeting in New York City in October.

The units will make up 26 new locomotives, with delivery scheduled for 1952. The locomotives will include 15 of 1,500 horsepower for road and switch duty; 7 of 4,500 horsepower, 1 of 3,000 horsepower and 1 of 6,400 horsepower for freight, and 2 of 3,000 horsepower for passenger service.

The board also declared a dividend of \$1 per share on the company's capital stock, payable December 21 to stockholders of record on November 21.

Eight

GN Scrap Round-Up

Heading for the hungry metal producing furnaces of the nation is 820 tons of "extra" scrap turned up by a special campaign on Great Northern Railway.

Routinely the railway sends a heavy tonnage into scrap channels continuously. But because of the critical national shortage a thorough facility-by-facility drive was undertaken.

Two men were assigned to visit shops and terminal points of the 8,300-mile railway system. Their objective was to ferret out metal parts and equipment no longer useful but which would not go to market with the usual run of scrap.

R. A. Smith, assistant to the general superintendent of motive power, and R. R. Anderson, assistant general storekeeper, both of Saint Paul, traveled from point to point. With the supervisor in charge of each installation locally, they inspected shops, roundhouses, yards, repair tracks, structures used by maintenance and building and bridge crews, and other facilities.

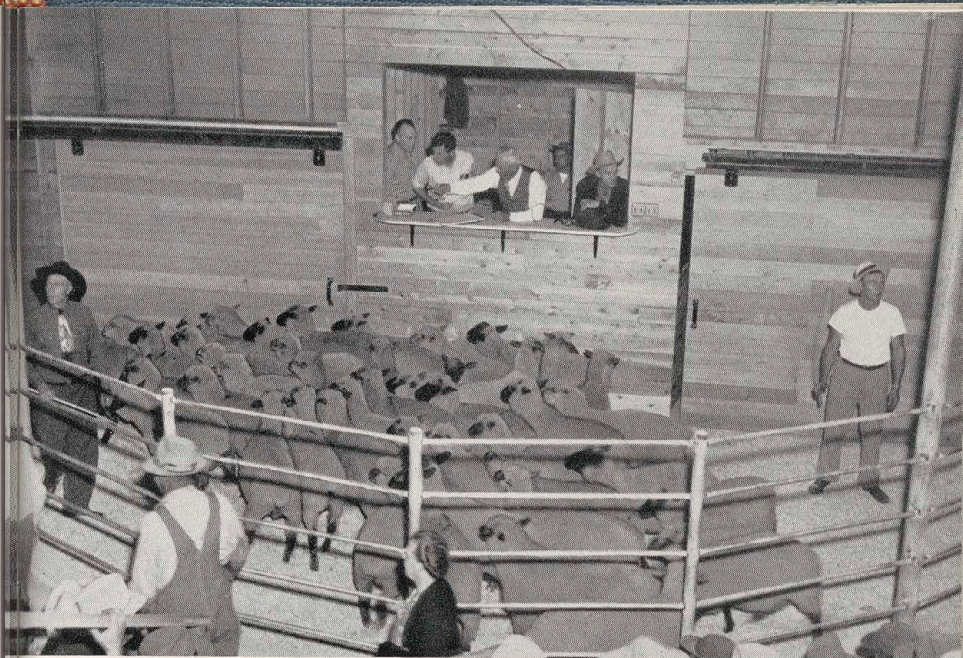
Twenty anvils unused for years were yielded by a blacksmith shop. Ceilings gave up obsolete shafting and pulleys. A drill press that had been standing by for years came from one shop, and an old crane from another.

Into the scrap heaps went outdated castings and dies, pipes and braces, radiators and water tanks, steel ladders, carts, cabinets and old locomotive and car parts.

It all added up to 1,623,070 pounds of badly needed ferrous and 16,595 pounds of non-ferrous metals to help feed the mills and foundries.

Commendation has come from Edward W. Creb, acting director of

(Continued on page 12)



One of the initial sales was this lot of 46 sheep.

Willmar Sheep and Cattle Sales Barn

Sales totaling more than \$100,000 were made during the opening day of the Willmar Sheep and Cattle Company's new sales barn. Located one mile East of Willmar, Minnesota, on Great Northern Railway, the sales barn is owned by Frank Blair and Clet J. Sitzman and managed by James Kaye, Sr.

Attending the initial day of business and formal dedication cere-

monies were business and civic leaders from the City of Willmar, Kandiyohi County and representatives of the Great Northern Railway.

Approximately 1,000 head of cattle, hogs and sheep from Montana, the Dakotas and the immediate area were sold at auction during the first afternoon. Many purchases were made by farmers from West Central Minnesota and adjoining states.

GN Builds New Boxcars

Construction of 1,000 new steel boxcars, costing \$5,900,000, is under way by Great Northern Railway at its freight car shops at St. Cloud, Minnesota.

The production program calls for the completion of 20 cars daily, the entire lot to be finished in January

of 1952. Each car will weigh about 41,000 pounds and have a load capacity of 128,000 pounds.

Steel underframes for the boxcars are assembled at the railway's Superior, Wisconsin, shops and the balance of the work is done at St. Cloud on an assembly line basis.

Nine

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Skiing in the Pacific Northwest

MOUNT RAINIER NATIONAL
MOUNT BAKER NATIONAL FOREST

As Great Northern's streamlined Empire Builder glides through the Cascades in the Pacific Northwest, snow-covered mountains frame a succession of skiers' views—a sequence

(Continued on page 12)



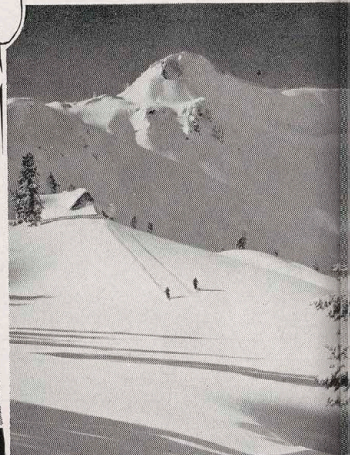
Preparing for a fast ski run down the slopes of Mount Baker, Pacific Northwest winter playground. Atkeson photo.



A weasel provides uphill transport for skiers on the Mount Baker winter sports. Atkeson photo.



Rugged Mount Shuksan from Artists' Point in Mount Baker National Forest. Atkeson photo.



Rustic shelter at Austin Pass is buried in dry powder snow. Atkeson photo.

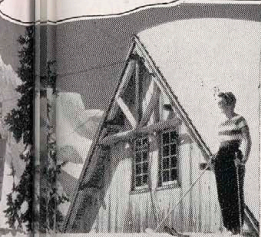
Northwest

ON PARK NAL WEST

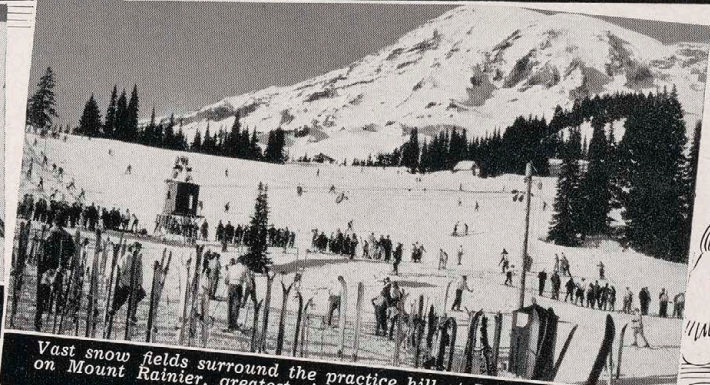
re B... and Western Star
Northw... wide picture win-
a seq... of snow-covered
(2)



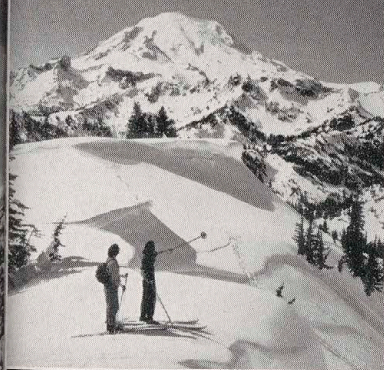
The winter sun casts long shadows at famed Paradise Inn, Mount Rainier National Park. Spring Bros. photo.



hill reception for skiers in
winter area. Dyke photo.



Vast snow fields surround the practice hill at Paradise Inn high on Mount Rainier, greatest single-peak glacial system in U. S. Spring Bros. photo.

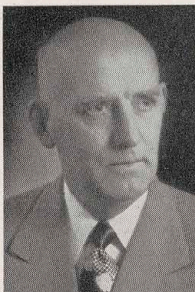


Mount Rainier, 14,408 feet high, towers over ski area at Chinook Pass. Spring Bros. photo.



A skier flashes across the finish line at Paradise Valley, Mount Rainier National Park.

Appointment



Mr. Welter

Earl A. Welter has been appointed Great Northern Railway Ticket Agent at Great Falls, Montana, succeeding Charles Doherty, recently retired.

Born at Saint Thomas, Ontario, Mr. Welter first came to the railway in 1912 as a helper in the depot at Towner, North Dakota. He transferred later that year to Havre, Montana, as a warehouseman. After serving in various positions at Montana points, he became Assistant Agent at Havre in 1937.

Sunday School Contest

Bethany Covenant Church of Mount Vernon, Washington, is conducting a Sunday School contest along the lines of a "Train Race". Special events are planned for each Sunday with special awards and prizes. All attendants having a perfect attendance for the two months during which the contest is being conducted, will be given a round trip by the church on Great Northern's streamlined Internationals from Mount Vernon to Bellingham, Washington, in December.

GN SCRAP ROUND-UP

(Continued from page 8)

the National Production Authority salvage division. He describes Great Northern's extra house cleaning as "so impressive that we are making use of this material in publicizing our program as an example to others of what can be done when an intelligent program is undertaken".

Twelve

PNW WINTER SPORTS

(Continued from page 10)

country and Alpine slopes ideal for dub and expert alike. It is a natural assumption that in an area with so many natural advantages, enthusiasm for winter sports, especially skiing, must run high. This is certainly true. No area has enjoyed the boom in skiing as has the Pacific Northwest.

The sport made its modest debut in the area during the '20's. After ten years of slow growth, the 1930's brought a re-kindled interest which mushroomed skiing to its present proportions. Tens of thousands of ski-booted-and-suited fans now trek to their favorite slopes on each and every weekend of the long season. The Pacific Northwest's star role in the skiing spotlight is perhaps best evidenced by the many awards won by her champions in Olympic games competition and National meets.

Development of ski areas and facilities has kept pace with the interest. Where, in the early days of the sport, the skiers reached the summits of uncleared slopes by virtue of their determination and no-little effort, present-day conveyances such as rope tows, chair lifts and aerial trams whisk riders to their destinations with no more effort than searching their pockets for their fares.

Pacific Northwesterners and visitors from other sections of the country will find many more improvements during the 1951-52 season at winter sports areas. Acres and acres of slopes have been cleared to accommodate the anticipated larger throngs of winter sports fans. Lodges, inns and dormitories have undergone their pre-season face-lifting. However, chair lifts and like

(Continued on page 14)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Hold the Phone!

Psychiatrist: "Do you ever hear voices without being able to tell who is speaking or where the voices are coming from?"

Patient: "Oh, yes."

Psychiatrist: "When does this occur?"

Patient: "When I answer the telephone."

Mother-In-Law

"I've decided on a name for baby," said the young mother. "I shall call her Nanette."

Her husband thought it was an awful name to give a girl, but being a wise and tactful fellow, he did not object.

"Splendid," he said, cheerfully. "The first girl I ever loved was called Nanette, and the name will revive pleasant memories!"

There was a brief silence, then:

"We'll call her Mary, after my mother," said the young wife firmly.

Who Said That?

"You can't marry her without permission," said the father.

"Why not?" asked the swooning swain.

"Remember she's a minor."

The young man looked stumped for a moment, then asked: "You mean I gotta ask John L. Lewis?"

Choppers

"The new baby has its father's nose and its mother's eyes."

"Yes, and if grandpa doesn't stop leaning over the crib, it's going to have his teeth."

Hot Foot

A Kentucky hillbilly watched his wife cooking victuals.

"Better move a mite maw," he suggested. "You be standing on a live coal."

"Do tell," said maw. "Which foot?"

* * *

Rodent

Husband and wife were in the midst of a violent quarrel, and hubby was losing his temper.

"Be careful," he said to his spouse. "You'll bring out the beast in me."

"So what," she replied. "Who's afraid of mice?"

* * *

Air-Conditioned

"I'm all out of sorts. The doctor said the only way to cure my rheumatism was to keep away from all dampness."

"What's so tough about that?"

"You don't know how silly it makes me feel to sit in an empty bathtub and go over myself with a vacuum cleaner."

Appointment



Mr. Germscheid

J. F. Germscheid has been named Great Northern City Freight Agent at Minneapolis, Minnesota, succeeding R. J. Strecker who has been transferred to the railway's headquarters in Saint Paul, Minnesota, as assistant to Freight Traffic Manager,

Rates and Divisions.

Mr. Germscheid joined Great Northern at Saint Paul in 1925, as a messenger in the Mail Room, transferring later that year to the Freight Traffic Department as office boy. He held various clerical positions before being appointed Assistant Chief Clerk at the Minneapolis City Freight Office in 1948, and Chief Clerk in 1949.

NICKEL-OMICS

(Continued from page 6)

how much railway service it will buy you today.

Ten years ago 5 cents would have paid for hauling 1 ton of average freight 6 miles on Great Northern. Today the nickel still represents big value in railway transportation, for it is good for hauling 1 ton of average freight 4 miles!

On almost any basis that can be devised, railway transportation charges relatively are a smaller part of the final price of what you buy or sell than in any prewar year.

A railway freight bill marked "paid" is a receipt for the world's most economical mass transportation. The American railway system is the one big reason why people of this country produce more and live better than any other people on this earth.

Fourteen

PNW WINTER SPORTS

(Continued from page 12)

conveyances requiring critical materials have become difficult to obtain and, generally speaking, there will be more limited improvements in this respect.

Mount Baker National Forest and Mount Rainier National Park, both in the State of Washington, are typical Pacific Northwest winter sports areas that have undergone a high degree of development and are attended by the members of the winter sports fraternity from all sections of the country.

Mount Baker National Forest lies about 60 miles Northeast of Bellingham and its most popular winter sports areas are in valleys protected by towering Mount Baker and rugged Mount Shuksan. The season is long and there are runs, trails and open slopes in infinite variety with lifts serving several of the slopes. Meals and overnight accommodations for several hundred people are available at Mount Baker Lodge and adjacent cabins, Heather Inn Dormitory and Mount Baker Inn.

A Mecca for vacationists during both summer and winter, Mount Rainier National Park has long been a center of winter sports activities, most of which are in the Tipsoo Lake area, easily reached from Tacoma. Deep powder snow and few storms are the rule from October through June. The area comprises endless miles of open terrain and there are spots from which skiers can start and descend all the way to valleys in Central Washington. Facilities developed by the National Park Service include warming huts, tows and first aid stations. Overnight accommodations are available nearby.

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

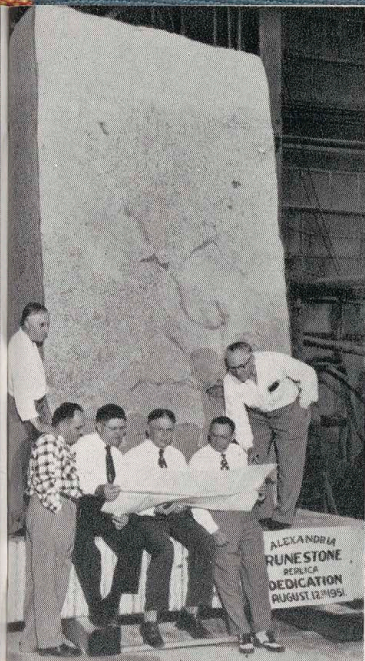
ma-
ob-
there
nents

and
both
are
winter
one a
d are
f the
sec-

it lies
illing-
winter
ected
rug-
son is
s and
with
slopes,
moda-
le are
ge and
Dor-

during
Mount
g been
ivities,
Tipsoo
m Ta-
d few
October
prises
in and
skiers
ne way
ington.
ational
g nuts.
Over-
available

VEL



Eighteen-ton replica of Kensington Runestone at ▲
Alexandria, Minn.

← Pictured with the replica before it was inscribed
are Kiwanis committee members (left to right):
R. F. Chan; R. F. Brown; E. Fluegel; Dr. E. J.
Tanquist; G. E. Buscher; A. P. Hustad. Minneapolis
Sunday Tribune photo.

Runestone Monument Unveiled at Alexandria

A twelve-and-one-half-foot, 18-ton reproduction of the controversial Kensington Runestone was recently unveiled in a community-wide celebration at Alexandria, Minnesota, 141 miles Northwest of the Twin Cities, on Great Northern Railway.

The original runestone, discovered in 1898 by a Swedish farmer near the village of Kensington, bears runic inscriptions relating to a visit to the area by a party of Vikings in 1362, over a century before Columbus sailed Westward across the Atlantic.

Translated euphonically, the inscriptions read: "We are 8 swedes and 22 norwegians on an exploring journey from Vinland through the West. We had a camp by a lake with 2 rocky islands, one day's trip north from this stone. We were out

and fished one day; after we came home we found ten of our men red with blood and dead. Ave Maria, Save us from evil. We have ten of our party by the sea to look after our ships 14 days trips from this island, Year 1362".

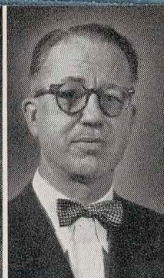
Many eminent archeologists have studied the runic writings and there has been considerable controversy as to the stone's authenticity. Recent opinion, however, tends to confirm that it is genuine and the original has been placed in the museum at the Smithsonian Institute.

The replica, which is exactly five times the size of the original, was designed, executed and erected by the Cold Spring Granite Company, Cold Spring, Minnesota. The project was sponsored by the Alexandria Kiwanis Club.

Fifteen



E. N. Duncan



A. J. Haley



R. V. Backstrom



E. B. Duncan



E. H. Thomas



R. A. Watson

GN Agricultural Department Personnel Changes

Appointment of E. N. Duncan of Seattle as director of Great Northern Railway's Agricultural Development Department, with headquarters in Saint Paul, is announced by C. E. Finley, Traffic Vice President.

A. J. Haley of Seattle has been appointed chief geologist in charge of the railway's Mineral Development Department, with offices in Saint Paul and Seattle.

Other appointments are; R. V. Backstrom, who has been assistant director in Saint Paul, as western agricultural development agent in Seattle; E. B. Duncan, who has been department director in Saint Paul, as special agricultural representative at Spokane; E. H. Thomas, agricultural development agent at Spokane, as assistant director of the Agricultural Development Department in Saint Paul; R. A. Watson, assistant geologist at Spokane, advanced to geologist at Spokane.

E. N. Duncan has been the railway's western agricultural development agent since 1946, with headquarters in Seattle. He was agricultural development agent at Spokane from 1942 to 1944, then served in the Navy. A graduate of Iowa State College, he later was in its agricultural extension service and with the Farm Security Administration in Iowa.

Sixteen

Haley served as a geologist in the Pacific Northwest before being appointed mining geologist for Great Northern in 1941. After Army service, he returned as geological development agent in 1946 and later in the same year was named western district geologist.

Prior to joining Great Northern in 1949, Backstrom was with the University of Minnesota Agricultural Extension Service. After naval service in World War II he again served the Minnesota Agricultural Extension Service.

E. B. Duncan, a graduate of Oregon State College, was county agent and state 4-H club leader in Idaho and later agricultural agent of Hill county in Montana. He was Great Northern agricultural development agent at Havre, Montana, from 1928 until transferring to Saint Paul in 1939.

Thomas has been agricultural development agent at Spokane since 1944. A graduate of Washington State College, he later was with the Walla Walla, Washington, Production Credit Association and the Interstate Production Credit Association in Spokane.

Watson has been assistant geologist at Spokane since last year. He is a University of Wisconsin graduate and was with the Anaconda Copper Mining Company at Butte, Montana, before joining the railway.

A. Wat

the
ap-
reat
serv-
de-
der in
tern

en in
Uni-
tural
serv-
erved
kten-

regon
t and
and
punity
them
at
until
939.
l de-
sine
ngton
th the
oduce
ne in-
socia-

ologist
e is a
te and
Min-
na, be-

◀ "Sleepy Hollow" foam rubber seats are fully adjustable for day or night travel.



Spacious ladies' room in ➤ streamlined coaches.



48-seat Day-Nite coaches ▲ are equipped with full-length leg rests.

Coach Travel on GN's Streamlined Western Star

Coach passengers on Great Northern's streamlined Western Star travel in comfort undreamed of but a few years ago. This deluxe no-extra-fare train includes in its consist sleek, modern lightweight coaches that provide budget-minded travelers with every modern comfort and convenience.

For those traveling between intermediate points, roomy 60-seat coaches are provided, and for those making longer trips even more space is offered in cars that contain 48 seats.

These tastefully appointed cars feature supremely comfortable "Sleepy Hollow" foam rubber seats, fully adjustable for day or night travel. The 60-seat cars are equip-

ped with convenient foot rests, and the 48-seat "Day-Nite" cars, with full-length leg and foot rests that pull out from the seat ahead.

Each coach is pleasingly appointed and decorated in soft pastels with colorful window drapes and features extra wide fog-free picture windows, individually-controlled lighting and Venetian blinds. Dressing rooms for both men and women are roomy, well-lighted and contain complete toilet facilities.

Great Northern's streamlined Western Star operates on convenient daily schedules in both directions between Chicago and Seattle-Tacoma-Portland via Saint Paul, Minneapolis, Fargo, Grand Forks, Minot and Spokane.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Blackfeet Chieftain Dies



Angry Bull

Turtle, also known as Angry Bull, 82-year-old Blackfeet Indian patriarch whose likeness appears on Great Northern's Indian art calendar for 1951, died on September 28 at Browning, Montana.

He was one of the first group of Blackfeet to greet and entertain visitors to Glacier National Park in Montana with Indian dances, songs and stories.

Known throughout the Blackfeet Nation and neighboring tribes as a skilled and fearless hunter, Angry Bull served in the United States Army at Fort Snelling, Minnesota, and was later in the employ of the Indian Service at Browning.

Eighteen

Railroad Hour

Responsible for the smooth presentation of the Railroad Hour, sponsored by the Association of American Railroads over NBC every Monday evening, is Murray Bohlen, recently appointed director of the popular radio show.

Bohlen's background in music and radio qualifies him eminently for the position. As a lad of 12, he appeared on Chautauqua and vaudeville circuits performing on the trombone and piano. In 1922, when attending military school, he built radio receivers and transmitters for his schoolmates. Later he worked his way through college by constructing and operating a station that is still on the air—KFMX at Northfield, Minnesota.

Upon graduation, Bohlen reverted to his trombone and traveled throughout the country with leading dance bands, later becoming a radio entertainer and announcer. After forming a vaudeville team and touring the world, he settled down in San Francisco as a producer and director. In 1938 he transferred his activities to Hollywood where, among others, he directed Jack Benny, Amos and Andy, and Burns and Allen.

The Railroad Hour will feature Gordon MacRae and guest star Dorothy Kirsten in "Bohemian Girl" on November 12; "Jubilee" on November 19; "Mademoiselle Modiste" on November 26.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1951, are: Harry A. Beede, engineer, Fargo, N. D.; Albert C. Gehrke, crossing flagman, St. Paul, Minn.; John J. Huch, clerk, Minneapolis, Minn.; Horace McCrimmon, warehouse foreman, Vancouver, B. C.; John W. McHugh, conductor, Elroy, Wis.; William L. Manion, conductor, Superior, Wis.; Alfred Norling, brakeman, Fargo, N. D.; George Nordley, machinist, St. Paul, Minn.; Oscar F. Nelson, agent, Roseau, Minn.; Phillip Raitor, section foreman, Wahpeton, N. D.; August H. Stone, engineer, Willmar, Minn.; John Udahl, engineer, Minot, N. D.

Members reported pensioned during October, 1951, are: John J. Barrett, conductor, Willmar, Minn.; George G. Baxter, Engineer, Breckenridge, Minn.; Merrill S. Davis, crossing watchman, Butte, Mont.; William J. Haynes, chief dispatcher, Superior, Wis.; Phillip T. Jones, conductor, Breckenridge, Minn.; Thomas E. Mayer, brakeman, St. Paul, Minn.; John D. McKersie, conductor, St. Cloud, Minn.; Brian F. O'Day, conductor, Interbay, Wash.; Caleb S. Olson, engineer, Minot, N. D.; Charles W. Sizer, switch foreman,

Minneapolis, Minn.; Harry Wilson, stationary engineer, St. Paul, Minn.

* * *

Arthur E. Demaray has retired as Director of the National Park Service, terminating a Federal Government career extending over 48 years. Conrad L. Wirth, Associate Director, succeeds Mr. Demaray.

* * *

Arthur J. Schilder of Ukiah, California was recently elected President of the Redwood Empire Association, for a third successive term.

* * *

Seattle, Washington, celebrates its 100th birthday beginning November 13, which is 100 years to the day of the landing of the first settlers on Alki Point.

* * *

New Westminster, until Victoria became the seat of government in 1866, was the capital of the mainland portion of British Columbia. Up to that year, the mainland and Vancouver Island had been separate Crown Colonies.

Nineteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Home for the Holidays on Great Northern's 5 Great Trains



EMPIRE BUILDER

Great Northern's brilliant queen of transcontinental trains. Newest and best to and from the Pacific Northwest. **NO EXTRA FARE.**



WESTERN STAR

Another sleek, **NO-EXTRA-FARE** Great Northern Streamliner between Chicago and Seattle-Tacoma-Portland via Twin Cities and Spokane.



Twin Internationals

Low-fare streamliners 3 times a day each way between Seattle, Washington and Vancouver, British Columbia.



Red River

Great Northern's convenient, thrifty streamliner — daily round-trip between Grand Forks, Fargo, Minneapolis-St. Paul.

LUXURY DAY-NIGHT COACHES

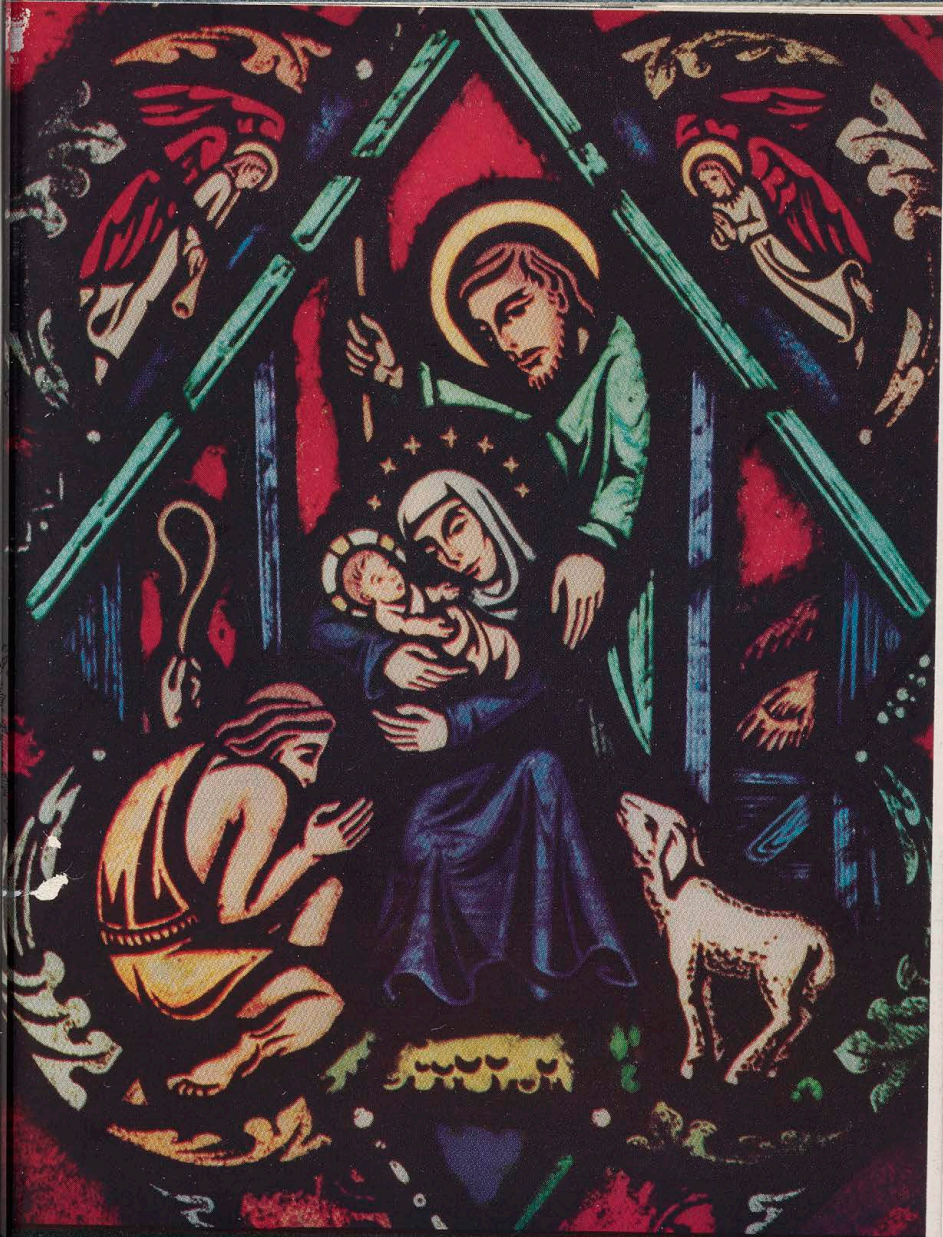
Deep-cushioned comfort at low cost in Great Northern style . . . spacious, streamlined Day-Night coaches — with adjustable seats and leg rests.

PERFECT SLEEPING-CAR COMFORT

Seven types of ultra-modern Pullman accommodations. Wonderful riding — wonderful sleeping — wonderful Great Northern meals.



Get Home feeling Great.. go **GREAT NORTHERN**



THE GREAT NORTHERN GOAT

December 1951

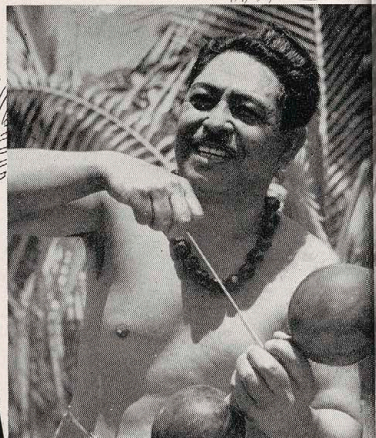
Hawaiian Music-Makers



Conch or pu, ceremonial trumpet made of sea shell with apex cut away.



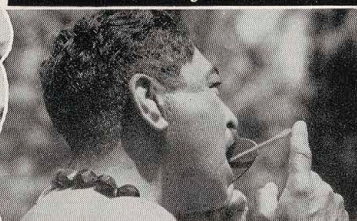
Ohe kee kee, Hawaiian pipe organ. Tones are produced as different lengths of bamboo are dropped to the ground.



Ululi, a yo-yo type instrument played by pulling the cord, spinning the gourds.



Hano or ohe hano ihu, Hawaiian nose flute.



Niauakani is the Hawaiian version of a jew's harp.



Elaborately carved pahu or wooden kettle drum with a sharkskin head.



Ukeke is played by placing one end against the lips and humming while plucking the strings.

Hawaii
Visitors Bureau photos

Christmas in Hawaii

Hula gourds instead of jingle bells sound in Hawaii at Christmas time, when islanders and vacationers wish each other "Mele Kalikimake" under the palm trees. But in Hawaii's churches, season's music is the caroling of hymns familiar to all America.

Theme and customs of Christmas and New Year's observances in the islands are the same as in the mainland United States. But the climate and setting are tropical and celebrations strictly "island-style".

Filipino, Puerto Rican, Japanese, Hawaiian, Korean, Chinese and Caucasian children crowd the curbs together to catch the candy kisses a whiskered Santa Claus throws from the plastic-ice and mica-snow float which cruises about Honolulu.

In pageants of the Christ Child, angels have dark almond-shaped eyes and pale, gold oriental skin. Moon-faced Chinese babies carry shepherds' crooks and bronze Hawaiian girls wear the robes of Mary. Traditionally, all races gather before Iolani palace on Christmas Eve for a pageant and singing on the balcony.

Parties, combining pine decorations imported from the mainland and island orchids, are held at resorts. Hawaiian and Nisei bands play modern American dance music. Guests toot paper horns and kiss their partners at midnight to usher in the New Year ala New York and Seattle.

Ancient Hawaiian Musical Instruments

In use today in Hawaii are several musical instruments whose origins are lost in antiquity. For special occasions, Hawaiian music historians bring out modern replicas of rare originals of instruments no longer popular in the islands. While most of the early instruments were simple and the number of kinds limited, all three families were represented—

string, wind and percussion. Researchers for Honolulu's Bishop Museum, center of Pacificana, divide some of them as follows:

Strings

The ukeke, only Hawaiian instrument of its class is a strip of wood 15 to 24 inches long, about 1½ inches wide, slightly bowed, top surface flat and bottom rounded, with three strings fastened at one end in notches or holes and at the other end wound around a carved figure such as a fish tail. Played by placing one end against the lips and uttering a singing tone, at the same time plucking the strings with a rib of grass. Open cavity of the mouth acted as resonator. Some antique models have been found with small bridges of gourd rind. Words may be distinguished, according to some ukeke listeners. The ukeke reportedly was a favorite of lovers who "spoke" to each other by playing phrases familiar to each.

Winds

The nose flute, known as the ohe, the hano or ohe hano ihu (bamboo instrument of the nose). Bamboo of varying lengths and diameters, closed at one end naturally by the node, open at the other, with a nose hole bored close to the node, and one, two or three finger holes.

The conch or pu, a ceremonial trumpet, with a sound carrying more than two miles if expertly blown. The Cassis or Triton shell with apex cut away. Sometimes used by fishermen to signal to shore.

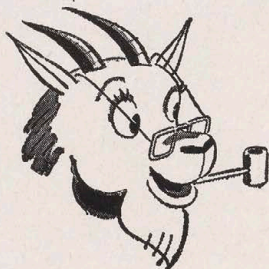
Niaukani or Hawaiian jew's harp, a problematical wind instrument variously described. The Hawaiian name means "sounding coconut-leaf-stem". One of the few modern experts makes the niaukani by fastening a splinter of stem to a sound-

(Continued on page 12)

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



VOL. 21 December, 1951 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

The Nativity scene illustrated on the cover of this number of The Goat is taken from a stained glass window in the Mount Olivet Lutheran Church in Minneapolis, Minnesota. The church was dedicated in 1949. The pastors are Reuben K. Youngdahl, D. D., Rev. Richard L. Hillstrom, and C. Ernest Benson, D. D. All of the stained glass windows in the church were designed and executed by Robert Berg and produced in the St. James Kiln in Saint Paul, Minnesota.

Four

Seasons Greetings

Our best wishes for you are expressed with a sincere sense of appreciation for your courtesies, good will and patronage during the past years. May your holiday season be joyous and may the New Year hold promise of unbounded success.

General Freight Traffic Manager

Passenger Traffic Manager

The Nativity According to St. Luke

"And it came to pass, that when they were there, her days were accomplished, that she should be delivered. And she brought forth her first-born son, and wrapped him up in swaddling clothes, and laid him in a manger; because there was no room for them in the inn. And there were in the same country shepherds watching, and keeping the night-watches over their flock. And behold an angel of the Lord stood by them, and the brightness of God shone round about them, and they feared with a great fear. And the angel said to them: Fear not; for, behold, I bring you good tidings of great joy, that shall be to all the people; For: This day is born to you a Saviour, who is Christ the Lord, in the city of David. And this shall be a sign unto you: You shall find the infant wrapped in swaddling clothes, and laid in a manger." *St. Luke—Chapter II Verses 6 to 12.*

THE STREAMLINED EMPIRE BUILDER



Although GN's President Budd, left, missed hitting the spike on this try, he went on to win the spike-driving contest from F. B. Whitman, right, President of the Western Pacific Railroad.



President Budd, proclaimed the Bieber route one of the newest major rail links on the continent.



With rail Presidents Budd, left, and Whitman, right, standing beside their respective locomotives, two giant diesel electric locomotives "touched noses" in re-enactment of a similar scene in 1931, when steam locomotives of the two systems were brought nose-to-nose to symbolize the linking.

GN California Bieber Line Celebration

The Presidents of two major railways engaged in a railroad spike-driving contest at Bieber, California, on November 10, during observance of the 20th anniversary of completion of the north-south link between Great Northern's Bieber line and the Western Pacific. The spike-driving contest was the high-light of a re-enactment of the linking of the two lines on November 10, 1931.

John M. Budd, President of Great Northern, who challenged F. B.

Whitman, President of Western Pacific, to the contest, was the victor by a slight margin, which gave him the custody of the original gold spike used in the spike-driving ceremony twenty years ago. The spike, which has been in the Western Pacific's offices in San Francisco since November 10, 1931, now is on display in Great Northern's museum in Saint Paul, Minnesota. "Seconding" the contest were Lucius Beebe and

(Continued on page 6)

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



The coveted spike was presented to President Budd, left, by pretty, blue-eyed Jessie Lee Long, Oregon Technical Institute's home-coming queen, on a purple velvet cushion, with Charles Clegg, left center, President Whitman, right center, and Lucius Beebe, right, extending their congratulations to the winner of the spike-driving contest.

BIEBER LINE CELEBRATION

(Continued from page 5)

Charles Clegg, well-known railroad historians and authors of several volumes on the subject of railways.

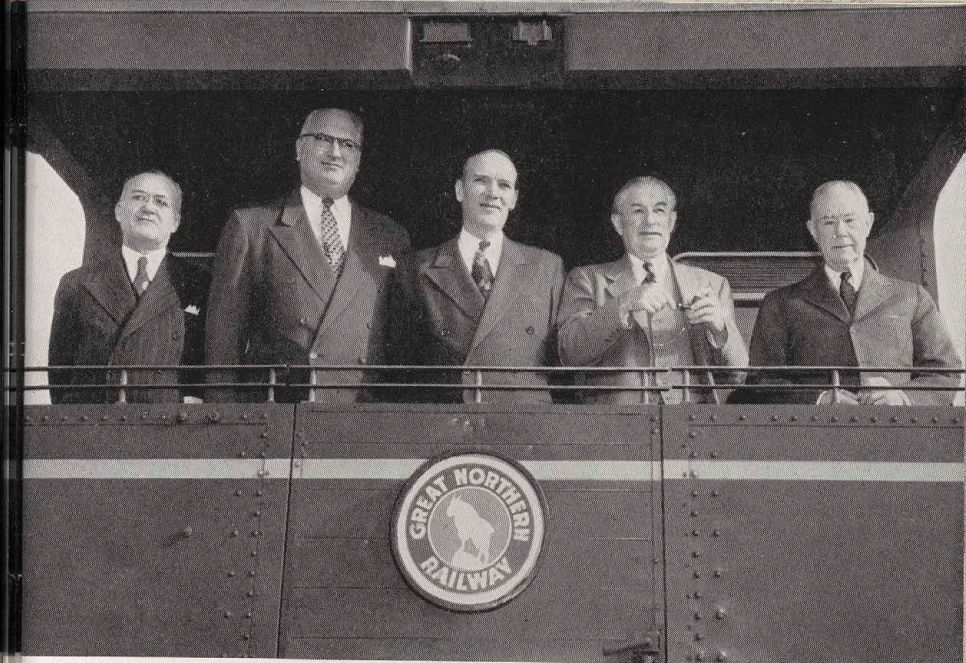
Several hundred persons from cities as far north as Vancouver, B. C., the Pacific Northwest and California, witnessed the ceremonies in cold and rainy weather identical to that of 20 years ago. Bieber's high school band and a covey of bare-legged young majorettes braved the icy wind to provide music for the event.

The "Bieber route", as it is known in railway and shipping circles, ex-

tends southward from Wishram, Washington, to Keddie, California. Linked with Great Northern on the north and the Western Pacific and Santa Fe on the south, the Bieber route is a part of a trunk line over which freight cars roll in through service regularly between Seattle, Tacoma, Portland, Spokane, San Francisco, Oakland, Stockton and Los Angeles. This north-south rail line is becoming increasingly important with the rapid growth of the Pacific Coast region and the expanded defense needs of the nation.

Six

THE STREAMLINED WESTERN STAR



Great Northern plans for transcontinental streamlined passenger train service for Great Falls were announced by the railway's officials on a recent visit to that city. Pictured above, left to right, are, I. E. Manion, of Seattle, general manager, lines west; C. E. Finley, Vice President, Traffic; J. M. Budd, President; R. C. Lilly, Director, and C. O. Jenks, former Operating Vice President, all of St. Paul.

GN Plans Streamliner Passenger Train Service to Great Falls

Transcontinental streamlined passenger train service into Great Falls, Montana, is being proposed by Great Northern Railway. Under the proposed plan, which is subject to approval of regulatory bodies having jurisdiction, Great Northern's streamlined Western Star, trains 3 and 4, will provide daily eastbound and westbound service into the city effective early in 1952.

Application for authority to make the proposed changes, which would affect a number of Central Montana communities, has been filed with the Board of Railroad Commissioners of

the State of Montana. Application has also been filed with the Interstate Commerce Commission for authority to operate motor bus service between Great Falls and Havre.

The plan proposes the operation of the streamlined Western Star in both directions between Havre and Shelby, Montana, via Great Falls. The present route of this train is directly between Havre and Shelby with connecting trains providing service between Great Falls and Havre and between Great Falls and Shelby. Other proposed changes in Great

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



STREAMLINED PASSENGER TRAIN SERVICE TO GREAT FALLS

(Continued from page 7)

Northern passenger train operations, all of which are part of the application filed by Great Northern, are as follows:

Trains Nos. 235 and 236 now operating between Butte and Havre would run between Butte and Great Falls only. Equipment for the Great Falls-Helena-Butte run would be improved. The westbound Western Star would arrive in Great Falls at about 7:50 AM daily. Passengers to Helena and Butte on train No. 235 would arrive approximately 3 hours earlier than at present.

Departure from Butte and Helena of train No. 236 would be about 3 hours later than at present, and connection would be made with the Western Star in Great Falls at about 9:35 PM.

Trains Nos. 42 and 43, now operating between Billings and Shelby,

will terminate in Great Falls, providing connections both eastbound and westbound with the Western Star in Great Falls. Trains Nos. 40 and 41 between Shelby and Sweet Grass would be discontinued and replaced by mixed train service.

Trains Nos. 237 and 238, now operating between Great Falls and Havre, connecting with the Empire Builder, would be discontinued. Great Northern will seek authority to replace these trains by a motor bus.

Trains Nos. 221 and 222, which now operate between Havre and Great Falls as a connection with Great Northern's Fast Mail, trains Nos. 27 and 28, would be eliminated. Mail and express now carried on trains Nos. 42, 43, 221 and 222, would be handled on the Western Star, details of which are being worked out.

With its vastly improved facilities and equipment, Great Northern now feels that the proposed changes which have been under consideration for some time can be made.

Under the proposed new schedule the westbound Western Star would leave Chicago at 11:15 PM daily, as at present. Departure time from Saint Paul and Minneapolis would be about half an hour earlier than at present, with arrival in Great Falls at approximately 7:50 AM, in Spokane at 9:30 PM, and in Seattle and Portland on the current schedule.

Departure time of the eastbound Western Star from Seattle and Portland would remain as at present which is 10:15 PM and 9:15 PM respectively. Leaving time from Spokane would be at 7:20 AM daily, about 20 minutes earlier than at present. Arrival in Minneapolis would be at 10:00 PM, Saint Paul at 10:30 PM, half an hour later than at present. There would be no change in the arrival time in Chicago, which now is 8:00 AM.

Eight

THE STREAMLINED EMPIRE BUILDER



Newly-elected officials of the Pacific Coast Railroad, left to right: I. E. Manion, vice president operations; Thomas Balmer, president; R. P. Starr, vice president and traffic manager.

GN Acquires Pacific Coast Railroad

Great Northern Railway is now the owner of the Pacific Coast Railroad Company through acquisition of all its capital stock and has taken over management of the line. Purchase of the stock at a price of \$1,700,000 has been approved by the Interstate Commerce Commission which also has authorized officers of the Great Northern Railway to hold official positions with the Pacific Coast Railroad.

Newly elected officers, all Great Northern officials in Seattle, Washington, are, Thomas Balmer, president; I. E. Manion, vice-president operations; R. P. Starr, vice-president and traffic manager; R. P. Tjossem, secretary, and Clark Eckhart, general attorney.

The Pacific Coast Railroad extends from the Seattle waterfront at the foot of Main Street, through Renton to Maple Valley and Black Diamond, approximately 30 miles. The line is


double-tracked from Seattle to Renton and has a branch line 1.77 miles long through Renton, one of the most rapidly growing parts of the Seattle industrial area. The Milwaukee Road has trackage rights from Maple Valley to Seattle.

The first railroad built in Seattle, the Pacific Coast Railroad was formerly known as the Columbia & Puget Sound, and in its pioneer days as the Seattle & Walla Walla. This early name indicated the ambition of the builders to extend the line over the Cascades to a connection with other lines which had then reached Eastern Washington, but were not projected to Seattle. The linking with Great Northern now fulfills the intentions of its founders by making it part of a transcontinental rail system. The Pacific Coast Railroad will continue as a local company under Great Northern management and will maintain its present name.

Nine

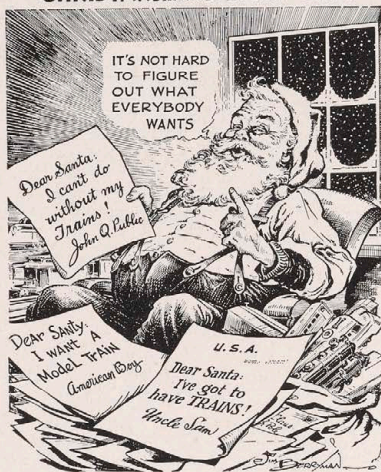
GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



The background of the entire page is a vibrant red. Overlaid on this are black line drawings of pine branches, complete with needles and thin trunks. Scattered throughout the red field are several white, five-pointed stars of varying sizes. A horizontal band of white, speckled texture runs across the middle of the page, serving as a backdrop for the text.

t Holiday wishes

CHRISTMAS...AND EVERY DAY!



CHRISTMAS IN HAWAII

(Continued from page 3)

ing board. Early historians described instruments of bamboo, the bamboo splinters played both by projecting the breath upon them and twanging them with the finger. Unlike some metal jew's harps, the vibrating reed is an entirely separate piece, fastened or held in place, rather than a splinter-like part of the background.

Percussion—Vibrating Membranes

*The pahu, or wooden kettle drum, was a late importation from Tahiti. Size varies from about a foot to three feet in height, with corresponding diameters of seven or eight inches to that of a bushel basket. Early frames were sections of breadfruit or coconut logs, hollowed out with a central partition preserved. Drum is stood on end. Lower section walls are decorated in openwork patterns; head is fish-skin—sharkskin preferred. The pahu is beaten by hand.

Twelve

Percussion—Sonorous Substances With Air Cavities

*Ipu or calabash. Two gourds sealed together, the larger on the bottom, with a several-inch opening connecting the two air chambers and a mouth cut in the top of the upper gourd. Size varies from 18 inches to nearly three feet in height. Played by beating it upon a pad of cloth on the ground, and striking with the fingers while in the air.

Ohe keeke or Kaekeke, the Hawaiian pipe organ. Bamboo tubes either closed at one end or open at both ends—there is some controversy among historians. Pipes varied in length from a foot or so to three or four feet. Players hold a pair, drop them to the ground. When three or four players operate in a group, a combination of tones is possible.

Percussion—Solid Sonorous Substances

*Kalaau, or resonant, vibrating sticks which are tapped together.

*Iliili, smooth pebbles clicked in the manner of castanets.

*Uliuli, rattles made of gourds filled with seeds, pebbles or shot, decorated with colored feathers. In early days, coconuts were used as much as gourds.

Ululi, three gourds strung on a stick, with a cord fastened in a hole in the looser center gourd, and wound around it. Played by holding in one hand, pulling string rapidly with the other. A sufficiently strong tug rewound the cord!

*Puili, fringed bamboo tubes. Rustling rattles, the tubes are about 18 inches long, with the lower part left intact as a handle.

Anklelets of hundreds of dog teeth were rhythm-makers hundreds of years ago. Some of today's hula dancers wear leis and wristlets of small shells, more as a decoration than an emphasis of hula rhythm.

**Instruments that are still used and seen today.*

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Goat Gaieties



Mr. Mailman!

A visitor at the asylum saw a man sitting at a desk writing. Wishing to be friendly, he remarked, "What are you doing?"

"Writing," replied the inmate without looking up.

"To whom are you writing?"

"To myself."

"Writing to yourself!" said the visitor, smiling. "Well, what are you telling yourself?"

The inmate looked up with an annoyed air, and exclaimed, "How do I know? I won't get the letter until tomorrow."

* * *

Knot Holes?

Bobby—Dad, what are those holes in the board for?

Dad—Those are knot holes.

Bobby—Well, if they are not holes, what are they?

* * *

Immaterial and Irrelevant

The wife had been put on a budget plan. At the end of each month she and her husband would go over the accounts together. Every once in a while he would find an item, "H. O. K. \$5" and a little farther on, "H. O. K. \$3."

Finally, he asked: "My dear, what is that—H. O. K.?"

"Heaven only knows," she replied.

With An Assist

Teacher (looking over Junior's home work)—I don't see how it's possible for a single person to make so many mistakes.

Junior (proudly)—It wasn't a single person, Miss Vail. Father helped me.

* * *

For Sure

"I can't marry him, mother; he's an atheist—doesn't believe there is a hell."

"Marry him, dear, and between us we'll convince him he's wrong."

* * *

Discoverer

At the end of a rather rough game, a perspiring golfer asked his caddy, "Son, do you think I'm the worst golfer on the course?"

"Well," replied his embarrassed caddy, "I wouldn't say that sir, but I've been in places today, I never knew were on this course!"

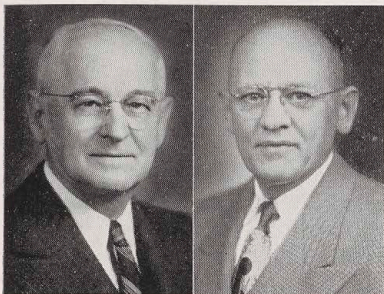
* * *

It's the Same Everywhere

When his health began to fail, an easterner decided to go west to the wide open spaces. In a small town, he approached an old man sitting on the steps of the local store. "Say," he asked, "what's the death rate around here?" "Same as it is back east, brother," replied the old fellow, "one to a person."

Thirteen

Retirement



Mr. Stoffel

Mr. Braun

A 53-year career terminated November 30, when J. C. Stoffel retired as Great Northern's auditor of passenger receipts.

Mr. Stoffel joined the department as a clerk in 1898. He served successively as chief apportionment clerk, assistant chief clerk and chief clerk, before being appointed auditor in 1948.

E. L. Braun, chief clerk since 1948, has been appointed auditor of passenger receipts, succeeding Mr. Stoffel. He entered the department in 1908 as a clerk and later was assistant chief clerk.

New Parlor Cars on GN Duluth Trains

Completely modern parlor cars offering maximum passenger comfort are now in service on Great Northern trains operating between Saint Paul - Minneapolis and Duluth - Superior.

The Gopher and the Badger, each making a round trip daily, each have one of these thoroughly rebuilt and newly equipped cars. They join rebuilt coaches that were placed in these trains during the past summer.

Fourteen

One parlor car is named "Twin Cities" and the other "Twin Ports". A montage of Saint Paul and Minneapolis scenes is in the former and scenes of Duluth and Superior in the latter car. Glass partitions have sand-blasted images of a gopher and a badger, symbolizing the train names and the states of Minnesota and Wisconsin, in which the trains operate.

The pastel-hued interior of each has a parlor section with 26 revolving and reclining easy chairs in light turquoise and mauve upholstery, and a table section seating 10 persons for light food and beverage service. Ample space for luggage and coats and a stainless steel buffet also are provided.

The cars have radio, air conditioning, indirect fluorescent lighting, double-pane and wide windows for clear vision, carpeting, Venetian blinds and roller bearing trucks.

Exterior of the trains is in Great Northern's distinctive coloring of green, orange and yellow.

Wenatchee—Seattle Sleeping Car

Great Northern wintertime set-out sleeping car service between Wenatchee and Seattle, Washington, has been resumed with a 12-section, one drawing room standard Pullman car on the Fast Mail, trains No. 27 and 28.

Space is ready for occupancy westbound at Wenatchee at 9:30 PM with departure scheduled for 11:15 PM. Arrival at Seattle is 5 AM and car may be occupied until 8 AM.

Eastbound the car is ready for occupancy at Seattle King Street Station at 9:30 PM with departure 10:45 PM. Arrival in Wenatchee, where the car is set out, is 4:05 AM with occupancy until 8 AM.

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Timberline Lodge, at the 6,000-foot level on the slopes of Oregon's Mount Hood is nationally famous for its splendid accommodations and facilities.

The \$750,000 "sky-bus" transports Mount Hood visitors from Government Camp to Timberline Lodge high on the mountain's slopes.



Winter Sports in Oregon

Of all the ski-worthy peaks in Oregon, 11,245-foot Mount Hood in Mount Hood National Forest, is the most popular. Just 60 miles by motor-bus from Portland, it is one of the most heavily skied mountains in the country. Prime reasons for its popularity are easy accessibility, excellent slopes, unparalleled facilities and good accommodations.

One of the favorite areas on the mountain is at Timberline located on the southerly slopes at the 6,000-foot level. Facilities here include a 500-foot Betsy Tow for beginners and a 1,200-foot Otto Lang Tow for advanced skiers. In addition, a 2,500-foot Platter Pull and the Magic Mile chair lift transports skiers to the 7,000-foot elevation from which point

they may cruise downhill on a four-mile course. The average grade of the slopes at the Timberline area is between 15 and 30 per cent.

Ski trails between Timberline and Government Camp provide thrills and sometimes spills for both novice and expert skiers. The Glade Trail is ideal for novice and expert alike, while the Alpine Trail should be attempted by experts only.

This will be the first full winter season for operation of the new Mount Hood aerial tramway, the \$750,000 "Sky-bus" which carries visitors and skiers 3.1 miles up the mountain from Government Camp to Timberline Lodge. Two "Cloud-liner" coaches, each comfortably

(Continued on page 16)

Fifteen

Bereavement



Mr. Thayer

R. C. Thayer, 59, Great Northern Railway superintendent of telegraph, passed away suddenly November 20.

Mr. Thayer joined the railway in 1917 as a draftsman in the telegraph department, became telephone engineer in 1919, assistant superintendent of telegraph in 1936, and superintendent of telegraph in 1941.

He completed two years of service as chairman of the Communications Section, Association of American Railroads in December of 1950.

Railroad Hour

Gordon MacRae, singing star of the Railroad Hour and his family have moved into a new and larger home near Hollywood in the San Fernando Valley just in time for the holidays.

Baritone MacRae and a top-flight feminine guest star appear every Monday evening over the nationwide NBC radio network in a popular musical show sponsored by the Association of American Railroads.

Scheduled for Monday, December 17, is "Rosalie" with Nadine Conner. Lucille Norman will appear in a special Christmas Eve program December 24, and in a New Year's Eve show December 31.

Henry A. M. Whyte of Saint Paul is now superintendent of the Great Northern Railway shops at Superior, Wisconsin, succeeding S. R. Hyett, who died November 14.

Sixteen

OREGON WINTER SPORTS

(Continued from page 15)

seating 36-passengers, are self-propelled by two 185-horsepower engines. There are no moving cables and no towing. Thirty-eight massive A-shaped towers support the giant overhead cableway. The coaches are equipped with heaters, reversible seats, large view windows and specially designed safety features including positive breaking action.

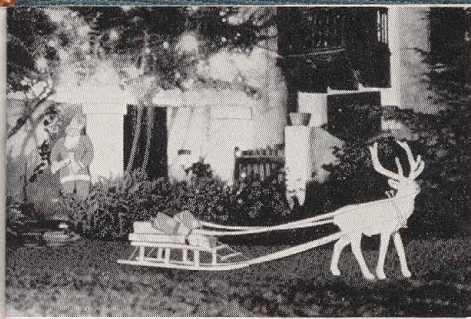
Accommodations are available at Government Camp and Timberline Lodge throughout the entire winter sports season. The Lodge has comfortable rooms for 250 persons. Meals are available in either the main dining room of the Lodge or the Ski Grille. A ski-school staffed by certified instructors is in operation at Timberline until April 15.

Other ski areas in the Mount Hood area include Multnomah Hill on the south slope of the mountain and the Summit area half a mile east of Government Camp. Both areas feature rope tows, lunch-rooms and warming facilities. Tobogganing is available at Summit for those less-hardy fans who prefer to take their winter sports sitting down.

Substantial increases in attendance at other Oregon winter-sports areas are anticipated this season, including Tollgate-Spout Springs, Northeast of Pendleton; Hoodoo Bowl at Santiam Pass near Bend; and Mary's Peak near Corvallis.

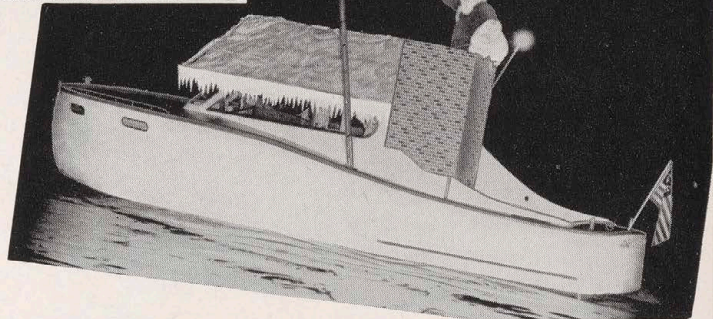
Oregon's winter sports areas are conveniently reached by Great Northern's two great streamliners, the Empire Builder and Western Star, which provide daily service between Chicago-Seattle-Tacoma-Portland via St. Paul-Minneapolis-Spokane.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



One of many holiday decorations in Beverly Hill's "Christmas Nights".

Decorated pleasure boats are featured in the Naples Christmas Water Parade.



Christmas in Southern California

Christmas comes to the land of palm trees and Subtropical climate in Southern California as it does in probably no other area. There are miles and miles of giant lighted, living Christmas trees, entire cities glowing with competitive decorations, pageants and parades on land and water. Each locality takes advantage of its own specialty in fashioning a Christmas celebration.

Christmas Tree Lanes are a Southern California tradition. The famed "Street of Christmas Trees", a mile of 80-foot deodars, in Altadena is decorated with 8,000 colored lights.

World-famed Hollywood Boulevard becomes "Santa Claus Lane" with rows of 26-foot steel and aluminum Christmas Trees blazing with 20,000 lights. A movie or radio celebrity rides down the lane every night with Santa, aboard a \$25,000 "wheeled sleigh" complete with a

"prop" snowstorm spraying out upon the palm trees.

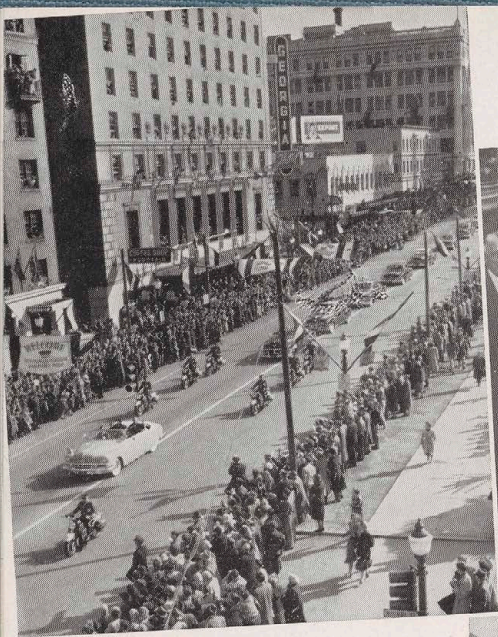
Most unusual is the Christmas Water Parade of lighted and decorated pleasure boats at Naples, a community built around Old World canals at Long Beach. The water parade sails out into Alamitos Bay where the buoys for the cruise are a row of anchored, lighted Christmas Trees.

Newport Harbor, the yachting capital, sets its 75-foot Christmas Tree aboard a barge and tows it about the bay each night.

Calexico and Mexicali are twin cities on the U. S.-Mexican border in the Imperial Valley, so friendly that they share their names. Mexicali on the Mexican side and Calexico on the American side, jointly stage an International Children's Christmas Parade, winding across the border and into both cities.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



▲ All Vancouver turned out to welcome the royal couple during their visit to British Columbia.

Princess Elizabeth and Prince Philip inspect airmen and kilted guards upon arrival at Vancouver, B. C.



British Royalty Visits Vancouver

An estimated 300,000 cheering citizens and visitors from the United States welcomed Princess Elizabeth and Prince Philip when the royal couple visited Vancouver, British Columbia, on their tour of Canada.

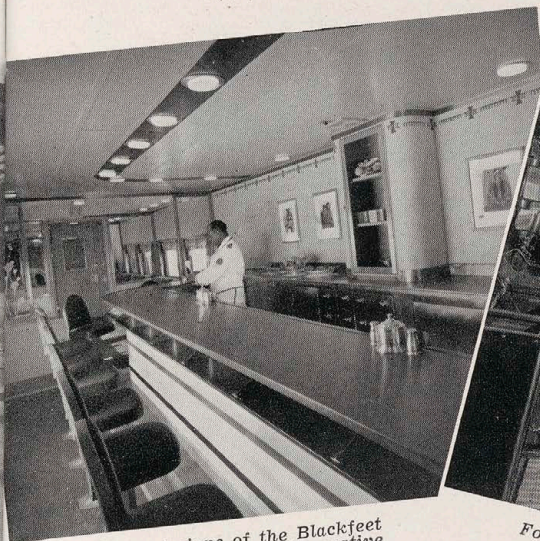
Within minutes after their arrival they had captured the city's full, boisterous affection as it was won 12 years ago by the Princess' parents. Twice enthusiastic crowds broke through police lines, first at the railroad station, later at City Hall.

The Princess and Prince paid their official respects and were welcomed by civic dignitaries in an open-air ceremony at City Hall, attended by approximately 15,000. They were welcomed by Mayor Hume, the Princess briefly extended her thanks

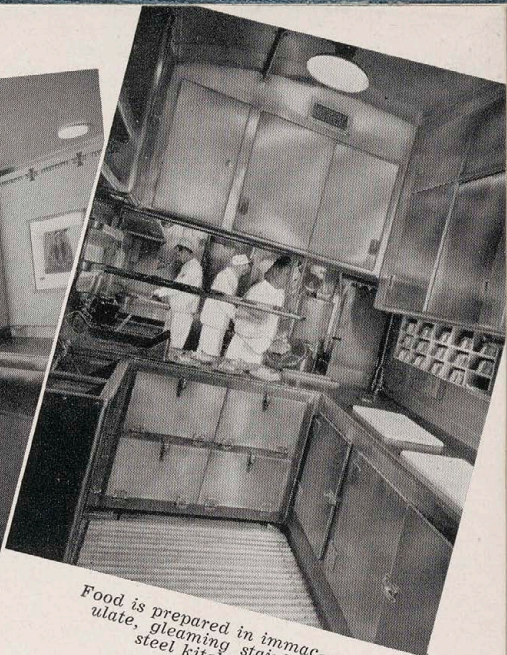
and reviewed her guard of honor. After further functions within the Hall's council chambers, the royal visitors rested at Hotel Vancouver.

Following a civic luncheon, the cavalcade of royal limousines left the hotel for Brockton Point where North Shore residents were gathered to hail them. From Stanley Park, they moved to Shaughnessy Military Hospital where the Princess and Prince visited the wards and spoke to war veterans. At the Arboretum in Queen Elizabeth Park, Princess Elizabeth planted an oak sapling brought from Britain. At the Exhibition Gardens, the couple viewed an exhibit of the Vancouver Folk Society, and later witnessed a football game.

Eighteen



Primitive designs of the Blackfeet Indians are used as the decorative theme in Coffee Shop Cars.



Food is prepared in immaculate, gleaming stainless steel kitchens.

Coffee Shop Cars on GN Western Star

Travelers on Great Northern's streamlined Western Star find ample dining facilities. Each of the six complete trains that make up the Western Star fleet carries a friendly, colorful Coffee Shop Car in addition to the Dining Car.

Available to both coach and Pullman sleeping car passengers, these cars contain the most up-to-the-minute equipment for the efficient preparation and serving of famously fine Great Northern food at economical prices. All the newest features, such as deep freeze units for preserving out-of-season foods, automatic dish washing machines, propane gas ranges and electric garbage disposal units are incorporated into the gleaming stainless steel kitchens.

Twenty-one persons can be accommodated in this distinctive car at each seating—twelve at four banquette tables and nine at the quick-service counter. A purse shelf under the counter-top is a convenience appreciated by women.

The decor of these cars is as colorful and bright as the Western territory through which the Western Star passes. Primitive designs and bright colors handed down through untold generations of Blackfeet Indians, and the delicate tints and shades of Glacier National Park in Montana, and the Pacific Northwest, combine to provide an atmosphere conducive to rest and relaxation.

Nineteen

THE STREAMLINED EMPIRE BUILDER



GREAT NORTHERN RAILWAY

