

Advertising and Publicity Department

Records.

Great Northern Railway

Corporate Records.

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THE GREAT NORTHERN COAT

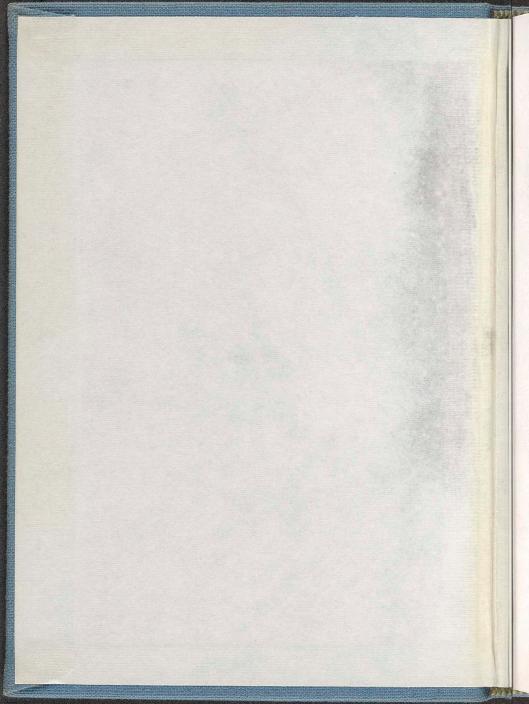
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1952

Great Northern Railway Company Records

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Advertising & Publicity







The Great Morthern GOAT

IANUARY 1952





Consultation with art director and artists is one of the first steps in planning GN Indian calendar.

Operation

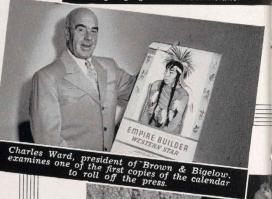
GN INDIAN CALENDAR



Each color requires a separate plate the negatives for which are prepared by highly skilled technicians.



Tinning top and bottom of calendars is one of the final phases of production.



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Mountains of GN Indian calendars reach the shipping room ready for mailing around the world.



Affixing monthly calendar pads is another operation in the final phase of production.

GN Calendars Preserve History and Tradition of Blackfeet Indians

As this year—1952—marks the 200th anniversary of the calendar, as it is known in the English-speaking world, it is also the 20th anniversary of Great Northern's annual Indian art calendar. It was in 1752 that England and its colonies, and the United States, decided to adopt the Gregorian calendar and do away with the Julian system.

The first annual Indian calendar, reproducing a Blackfeet Indian painting by the famous Indian portrait artist, Winold Reiss, was printed by Brown & Bigelow in Saint Paul, Minnesota, for the Great Northern Railway, for the year 1933. It was one of the first multi-color reproductions to come off a gigantic press built in Johannisburg, Germany, purchased by Charles A. Ward, then vice-president, and installed in the Brown & Bigelow plant in 1932.

This press marked the beginning of the now famous Talio-Crome printing process, an exclusive craft, pioneered by Brown & Bigelow. Developed originally in England, this new and revolutionary printing process was known as rotogravure which was an adaption of the old and little known intaglio method. Instead of printing from a raised plate or type surface, as in conventional printing methods, gravure prints from a sunken plate of deep, small wells. The paper picks up the ink from the wells after the face of the plate has been wiped clean.

Talio-Crome produces a charming warmth and mellowness of tone

which is so important to the faithful reproduction of the vivid Indian colors of Reiss' paintings. Since the printing of the 1933 Indian calendar Brown & Bigelow has augmented its color printing equipment with many 4-color presses by the Harris-Seybold-Potter Company, the most recent installation being a giant 100-ton 8-color Talio-Crome press designed by Brown & Bigelow's own craftsmen and constructed by George F. Motter's Sons of York, Pennsylvania.

"Operation Great Northern Indian Calendar" involves numerous steps each year, the first of which is the selection of the portrait for the calendar. The next step is consultation and study with Brown & Bigelow's art director and staff artists to determine color values and to plan production through various phases, from photographing for color separations to actual printing, tinning, affixing pads, inserting in mailing tubes and cartons. Distribution is made largely through Great Northern's traffic department offices located in most of the principal cities throughout the United States and Canada

Great Northern is justly proud of its Blackfeet Indian calendar series and has through the years acquired a number of Winold Reiss' Blackfeet Indian paintings so that they may be continued for many years to come. Too, Great Northern is proud of the outstanding and faithful reproduction of Reiss' paintings by Brown & Bigelow's Talio-Crome process.

Three



VOL. 22

January, 1952

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



Wherever there's a snowcovered slope, there's winter sports in the Pacific Northwest.

Photo by A. Devaney, Inc. New York City. Your Railroads

A basic part of America's richly productive economy is the nation's transportation system, biggest and most efficient in the world. Over the myriad arteries of our many forms of transportation flow all the things we need and use at home and at work. Forming the foundation of this great transportation network are our railroads, operating thousands of trains over some 400,000 miles of track extending into every section of the country.

Carrying the very lifeblood of commerce, these railroads are doing the biggest and most essential of all transportation jobs. According to calculations of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission, which take account of both tons loaded and distances hauled, railroads are moving more tons of freight more miles between our cities than all other forms of transportation combined. For example, in 1950, railroads produced nearly five times as much intercity freight transportation service as all the motor trucks in the country.

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Unlike other transport agencies, railroads provide an all-commodity, all-season, continent-wide service. It is done with an economy in use of man-power, fuel and materials which no other form of transportation, offering anything resembling a general and all-around service, even

approaches.

America has a great transportation system, a system in which no other medium of transport, nor all of them combined, can take the place of railroads in doing the essential transportation job that industry, agriculture and commerce need in time of peace, and must have in time of national emergency. Railroads are, and will continue to be, the transportation cornerstone on which is built the amazingly productive economy of our nation.

Four

GN Report for 1951

Year-end statement by J. M. Budd, President, Great Northern Railway

Great Northern Railway progress during 1951 included inauguration of another completely new fleet of five Empire Builder streamliners.

These trains, each of 15 cars and a diesel-electric locomotive, entered service in June between Chicago on the east and Seattle and Portland on the west.

Both fleets in Chicago-Pacific Northwest service now are streamlined and have thoroughly modern equipment. The other is the Western Star, which became a new train name in 1951. The Western Star fleet is made up of the five streamliners that were entirely new in 1947 and operated until last June under the Empire Builder name, plus a sixth entirely new in 1951.

Forty new diesel-electric locomotives and 100 covered hopper cars were added during the year. So were 400 refrigerator cars by Western Fruit Express, GN refrigerator car subsidiary. Construction of 1,000 new boxcars, begun late in the year, will be completed during the current month.

Delivery of additional new equipment costing \$27,000,000 is scheduled for 1952. This embraces 25 dieselelectric locomotives, 950 boxcars, 50 boxcars equipped for passenger train service, 250 gondolas, 700 ore cars, 300 ballast cars and 50 express refrigerator cars. In addition Western Fruit Express will receive 300 new heavily insulated refrigerator cars.

The railway's efficiency was increased during the year by large expenditures to improve track and other structures. Installation of heavier rail and ballasting on main and sec-



Mr. Budd

ondary lines was included. This long range program is to continue in 1952, subject to availability of materials.

On November 1, Great Northern purchased the Pacific Coast Railroad, a 30-mile line serving Seattle and adjacent industrial areas. Operation as part of the Great Northern system will continue under the Pacific Coast Railroad name.

Reduced Fares for Military Personnel Extended

Reduced-rate, tax-exempt, round-trip railway coach fares for fur-loughed military personnel traveling in uniform at their own expense have been extended from January 31 to June 30, 1952. The reduced rate of 2.025 cents per mile or less means a saving of up to one cent per mile. Regular stopover and baggage privileges are allowed.

Five

GN Passenger Department Appointments

John N. Supple, cashier in Great Northern's City Ticket Office at San Francisco, has been transferred to Chicago as City Ticket A g e n tsucceeding W. R. Kinder, resigned.

Paul T. Delander, Passenger Representative in the San



Mr. Supple

Francisco office, has been appointed cashier there, succeeding Mr. Supple. Donald G. Toenjes, former Traveling Passenger Representative on the Empire Builder, has been named San Francisco Passenger Representative succeeding Mr. Delander. Miss Rose E. Murphy has been appointed Supervisor Reservation Bureau at Seattle, succeeding Miss B. E. Zempel, resigned. Arlo D. Michel, Seattle City Ticket Office stenographer, has been promoted to Information Clerk succeeding Miss Murphy.

Tacoma-Hawaii Steamship Service

The Matson Lines, following an experimental period, have established direct service between the Hawaiian Islands and Tacoma, Washington. Two C-3 type cargo liners have been assigned to the run replacing a triangular service which previously included San Francisco.

It is expected that the new direct service will prove to be an important stimulant to trade between Tacoma and the Islands.

MRS Veterans Meeting

Veterans of World War II from all parts of the United States who have served in Military Railway Service units attended the recent sixth annual convention of the Military Railway Service Veterans Association at Cleveland, Ohio.

The association which has a membership of approximately 9,000 of the some 45,000 men who served with the railway service during the war, outlined plans for an extensive membership campaign aimed at tripling the present size of the organization. All veterans who served with railway service units during World War II are eligible for membership and are invited to contact any of the group's officers for further information.

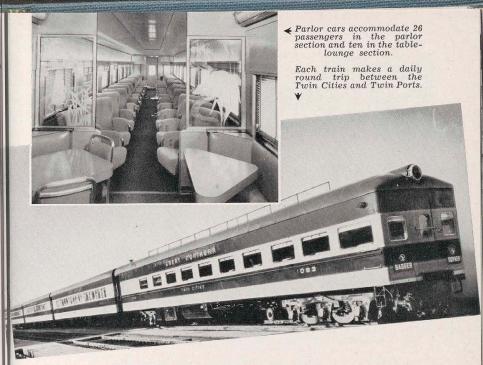
New York City was selected as the site for the 1952 convention and the following officers were elected: R. E. Godley, Chicago, Ill., director general; R. H. Major, Cleveland, Ohio, deputy director general; Carl N. Rydin, Chicago, Ill., secretary-treasurer.

GN Vets

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1951, are: Edward B. Blomberg, leverman, Minneapolis, Minn.; William A. Curran, conductor, Superior, Wis.; Andrew J. Carrier, locomotive engineer, Havre, Mont.; John A. DeRush, conductor, Seattle, Wash.; Otto S. Fulmore, conductor, Grand Forks, N. D.; Harry A. Gerst, assistant engineer, St. Paul, Minn.; Otto D. Himler, machinist helper, Williston, N. D.; Sidney R. Hyett, superintendent shops, Superior, Wis.; August A. Kampa, painter, St. Paul, Minn.; John A. Lengby, executive assistant to the president, St. Paul, Minn.; William J. Long, machinist, (Continued on page 23)

revolu

Venet



GN Twin Ports Trains Modernized

Completely modernized equipment has been placed in regular service on Great Northern trains 19-20 and 23-24, the Gopher and Badger, each operating on a daily round-trip schedule between Saint Paul-Minneapolis and Superior-Duluth.

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The three coaches in each train have new upholstery, floor coverings, decorations and the latest type of air-conditioning and heat controls. Each has 58 reclining seats, double-pane fog-proof windows, and is equipped with smooth riding roller-bearing trucks.

Parlor cars have been named "Twin Cities" and "Twin Ports". Interior equipment is new including revolving lounge chairs, carpeting, Venetian blinds and stainless steel buffets. Each car has a parlor sec-

tion for 26 passengers and a tablelounge section where light food and beverages are served. These cars are also air-conditioned and have radio, indirect fluorescent lighting, wide clear vision windows and rollerbearing trucks. Into heavy glass panels which separate parlor and lounge sections have been carved images of a gopher and badger, symbolizing the train names and the states of Minnesota and Wisconsin. A montage of Saint Paul and Minneapolis scenes is mounted in the "Twin Cities" and views of Duluth and Superior appear in the "Twin Ports" car.

Exterior of the diesel-powered trains is in Great Northern's familiar orange, green and yellow color combination.

Seven



42 NO ANNIVERSARY 1952
BOY SCOUTS OF AMERICA

Since 1910, more than 19,000,000 Americans have been identified with the Boy Scouts of America. As the organization approaches its 42nd anniversary, membership is at its highest peak with 2,900,000 boys and leaders enrolled.

Boy Scout Week, February 6 through 12, will be the occasion for launching a three-year program, "Forward—On Liberty's Team" to even more effectively serve the nation. In line with the "Be Prepared" motto, Boy Scout Emergency Service and Civil Defense programs will be broadened. A major activity will be to help get out the vote in the national elections next fall.

During Boy Scout Week, 80,298 Cub Packs, Boy Scout Troops and Explorer Units will express their appreciation in public ceremonies to the religious bodies, school organizations, veterans' associations, fraternal groups and service clubs that sponsor them.

GN Safety Record

Great Northern Railway employes apparently established a new all-time safety record in 1951, with a casualty rate of 4.5 per million man hours worked. These findings, based on final figures for the first 11 months and an estimate for December, compare with 6.32 for 1951.

This good record was established by adherence to sound safety practices and with the cooperation throughout the year of employes, supervisory personnel and officials, according to C. L. LaFountaine of Saint Paul, the railway's general

safety supervisor.

First place in 1951 among Great Northern divisions went to the Dakota, with headquarters at Grand Forks, North Dakota, and second to the Kalispell, with headquarters at Whitefish. Montana.

With a perfect record of not having a reportable injury all year, the Dale Street Shops in Saint Paul won first honors among shops. The Great Falls, Montana, shops, placed second with one injury.

Railroad Hour

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The Association of American Railroads presents the finest in musical comedies and operettas for radio listeners every Monday evening over NBC at 8:00 PM Eastern Time; 7:00 PM Central Time; 9:30 PM Mountain Time and 8:30 PM Pacific Time.

Originating in Hollywood the Railroad Hour features permanent singing host, baritone Gordon MacRae, top-name guest stars, the orchestra of Carmen Dragon and a mixed chorus under the direction of Norman Luboff.

Coming programs are: "The Three Musketeers", with Dorothy Warenskjold, January 28; "East Wind", with Mimi Benzell, February 4; "Orange Blossoms", with Evelyn Case, February 11.

Eight



Wenatchee Jaycees distributed famous Wenatchee apples to passengers aboard GN's streamlined Empire-Builder during National Apple Week.

00



Wenatchee Observes National Apple Week

As part of the 1951 observance of National Apple Week, each passenger and crew member of Great Northern's eastbound Empire Builders passing through Wenatchee, Washington, "Apple Capital of the World", during the period October 25 through November 3, was presented with a big red, juicy Wenatchee Delicious apple.

Members of the Wenatchee Junior

Chamber of Commerce boarded the streamliners upon arrival, and passed through the trains making their distribution during the brief stop where the change from electric to diesel-electric motive power is made.

Free distribution of apples to Empire Builder passengers and crew members is an annual project sponsored jointly by Wenatchee apple shippers and the Jaycees.

Camp Fire Girls

Camp Fire Girls, oldest agency originating in the United States for girls between the ages of 7 to 18, is an organization that emphasizes the importance of home and family life. Its membership of over 365,000 girls and its alumnae of 3,000,000 represents all racial, religious and economic backgrounds. Experience gained through participation in the

Camp Fire Girls' program guides members toward adult responsibility in family and community living.

Because today, more than ever before, young people need to develop imagination and resourcefulness in getting along with others, "Design for Friendship" has been adopted as the theme for the 42nd anniversary of the organization, March 16-22.

Nine

GN Carnival Princess



"Princess Patricia"

Black-haired, brown-eyed Patricia Elaine Gutz has been named Great Northern's Winter Carnival Princess for 1952. Employed in the office of the railway's Auditor of Freight Receipts, she will compete with princesses from other Saint Paul firms to rule as "Queen of the Snows" during the Saint Paul Winter Carnival, January 26 through February 3.

A featured attraction during the 1952 celebration will be performances of the operetta "Rose Marie" on ice, through cooperation of the Saint Paul Figure Skating Club and the Saint Paul Civic Opera, January 30-31, and February 1.

Traditional events include a huge winter sports program, the unique Ice Fishing Contest, cross-town ski races and competitive sports of all types. The Grande Parade, which will feature the world-famous Dionne Quintuplets, 20,000 uniformed marchers, bands, drum corps and floats, and the Illuminated Night Parade, pass through the Municipal Auditorium after marching through the downtown district.

Other events include the Coronations of the Queen of the Snows, King Boreas, Junior King Frost and Queen of the Snowflakes, district parades, musical jamboree, giant square dance at the auditorium, storming of the Ice Palace by the Fire King, and fireworks.

RR School on Wheels

Great Northern Railway operating, terminal and shop personnel at Wenatchee and Spokane, Washington, Great Falls and Havre, Montana, and Williston, North Dakota, recently attended classes and received training in all phases of operation and maintenance of Alco-GE dieselelectric locomotives.

The school on wheels, a special instruction car provided by the American Locomotive and General Electric companies, spent more than three weeks on the Great Northern system. The car is equipped with cutaway, full size working models of the engine, controls and electrical equipment used in the locomotives, and has two separate classrooms seating 20 students each.

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Instructors from the Alco-GE school at Schenectady, New York, where thousands of railroad men have received specialized training, conducted the classes with the assistance of railway instructors. All forms of instruction—lectures, movies, slides, demonstrations and text assignments were used.

The instruction car will ultimately visit approximately 200 railways on its nationwide tour.

Ten



New Williston Hotel

The new Plainsman Hotel at Williston, North Dakota, near the Montana border on Great Northern's main transcontinental line, recently opened its doors to the public. Completion of the Plainsman gives Williston one of the finest hotels in the Northwest and adds substantially to the city's available accommodations.

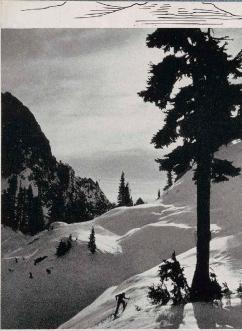
Realizing the urgent need for additional hotel facilities, a group of public-spirited Williston citizens formed an organization, in 1949, to sell the plan to the community. That the hotel is a community venture is attested by the fact that more than 1,100 citizens purchased stock to

make the \$700,000 venture a reality.

The completely fireproof 5-story building presents a modern appearance, with light and dark face brick and stone trim. In addition to 80 spacious, well-furnished guest rooms is a coffee shop which can accommodate 105 persons, a large ball room and dining room with a capacity of 275 which is available for conventions and meetings, private dining rooms and a cocktail lounge.

Celebration of the 1952 Daffodil Festival has been scheduled at Tacoma, Puyallup and Sumner, Washington, April 4 through 6.

Eleven



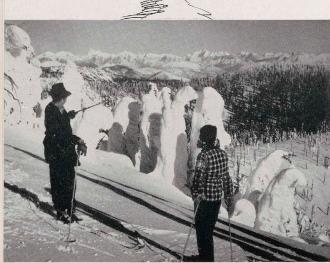
A lone skier on Mount Gladys in Olympic National Park in Western Washington. Bob & Ira Spring photo.



Rocketing down a powder snow slope near the sol Baker in the Washington Cascades. Ray 4tt in plo

Snow Spot

Not too many years ago, the an oath of winter was viewed with appreciation by almost everyone as an intoleran pe-



The soaring peaks of Glacier National Park in Montana are visible from the summit of The Big Mountain near Whitefish. Lacy photo.



Frequent competitions are had the championship ski jump nea Lu ... worth, Washington. Scayle 1 0.



neard base of Mount Raytheson photo.



Rime covered trees and buildings in the Mount Spokane ski area in Eastern Washington.

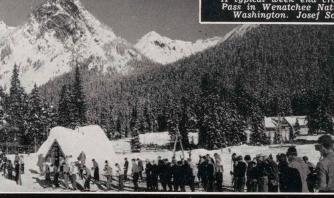
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are tet the p new teen-Scay Coto. riod sandwiched between fall and spring. Especially during the last decade, however, a general change in attitude has taken place. Millions of winter sports fans across the country now await the arrival of the season in shivering anticipation. Snowy slopes nowadays are crowded with youngsters and (Continued on page 14)



A typical week end crowd at Stevens Pass in Wenatchee National Forest in Washington. Josef Scaylea photo.



Student snowbirds wait for a tow up the hill at Washington's Snoqualmie Pass winter sports area.

GN Appointments



Mr. Fox

Mr. Thompson

A. H. Fox has been appointed Great Northern Railway superintendent of telegraph at Saint Paul, succeeding R. C. Thayer, who died November 20.

Mr. Fox joined the railway's telegraph department in 1920 as a draftsman, coming from the Northwestern Bell Telephone Company where he served in the same capacity. He has been assistant superintendent of telegraph since 1941.

New assistant superintendent of telegraph succeeding Mr. Fox is E. E. Thompson, commercial telegraph agent since 1940. His previous positions include clerk, chief clerk, valuation engineer and telephone and telegraph valuation engineer, all in Saint Paul, and assistant superintendent of telegraph at Spokane, Washington.

N. E. Weston, GN car foreman at Havre, Montana, has been named assistant master car builder at Spokane, Washington. J. M. Hick, general car foreman at Hillyard, Washington, has been transferred to Saint Paul as general car foreman. N. E. Carlson, assistant master car builder at Saint Paul since 1946, has resigned to become assistant chief engineer for American Car and Foundry Company, with headquarters in New York City.

SNOW SPORT IN THE PNW

(Continued from page 13)

oldsters, revelling in the special joys and mysteries of skiing.

This remarkable boom in the popularity of winter sports is nowhere more evident than in the great Pacific Northwest. Skiing for the masses began to take root around 1920, and has since grown by leaps and bounds. Many new areas have been developed, which range from modest local areas to elaborate developments such as The Big Mountain near Whitefish, Montana, Timberline Lodge on the slopes of Mount Hood in Oregon, Mount Spokane in Washington, and Grouse Mountain in British Columbia

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The Snoqualmie Pass region of the Washington Cascades is enjoying its greatest season thus far. At Snoqualmie Pass Winter Sports Area, eight tows serve various slopes and hills Wednesdays through Sundays. An exhibition hill at Beaver Lake, half a mile distant, is the scheduled site for the Seattle Ski Club jumping tournament January 27. Ski Acres, half a mile east of the summit, features a 2,680-foot chair lift and several tows in operation weedends and holidays. A large lodge serves as a warming room and a ski shop located therein has supplies. At Keechelus Inn Ski Area, six miles east of the Pass, skis may be rented and tows will operate whenever ten or more skiers require the service. Overnight accommodations are available at the

Another popular region is the Stevens Pass Area at the summit of the Cascades in Wenatchee National Forest. Nine rope tows and a T-bar lift operate weekends and holidays. The terrain is varied with a milelong downhill run and various slalom slopes. A ski shop offers rentals and supplies and overnight accommodations are available.

(Continued on page 18)

Fourteen



Nevah, Suh!

A Kentucky Colonel always closed his eyes when he took a drink. When questioned concerning his habit, he explained: "The sight of good likkah always makes mah mouth watah, and, I do not like to dilute my drink, suh."

Phooey!

A foreign newspaper correspondent reported this dialogue, reputedly direct from the Kremlin.

"What," asked the first Russian, "was the nationality of Adam and

Eve?"

"There's no possible doubt, they were Soviet citizens," replied the second Russian. "They had nothing to wear, nothing to eat but an apple and lived in paradise."

Practical

A man about to be electrocuted phoned his lawyer from the death chamber. "They're about to put me in the electric chair," he said. "You are my lawyer—what do I do now?" The lawyer thought a moment and

then said: "Don't sit down."

Sucker

A man in an insane asylum sat fishing over a flower bed, when a visitor, wishing to be friendly, walked up and asked, "How many have you caught today?"

Replied the inmate: "You're the

ninth."

Molar-ky

Mom: "Eat your spinach, son, it makes teeth strong."

Son: "Why don't you feed it to Grandpa then?"

Everything Happens

An optimist and a pessimist who had recently gone into partnership were reviewing their first month's business. Trade had flourished. Said the optimist: "Well, we've had a wonderful month. It's been one constant run of customers."

"Yeah," agreed the pessimist dourly, "we have had some good business. But look at those front doors! If people keep shoving through them, the hinges will be worn out in an-

other week."

Huh!

Boss: (to office boy who is half an hour late) "You should have been here at nine o'clock."

Boy: "Why, what happened?"

Two Fold

Two Southern farmers met on the

road to market.

"Si, I've got a mule with distemper. What'd ye give that one of yours when he had it?"

"Turpentine, Giddap!"

A week later they met again. "Say Si, I gave my mule turpentine and it killed him."

"Killed mine too, Giddap!"

Fifteen

Desert Holiday



Giant Joshua trees, actually members of the lily family, grow in the Southern California desert country.

A winter tour of Southern California's desert country lying between Yuma, Arizona, and Los Angeles, is recommended by the area's All-Year Club as "something different" for California winter vacationists.

West of Yuma is the "Sahara of America", where sand dunes humping as high as 10-story buildings are found. The dunes are frequently used as backgrounds for Hollywood film epics. Visitors are surprised to find a river flowing through the This is the All American Canal, a man-made stream 80-feet wide which brings water from the Colorado River to the Imperial Valley for irrigation. In this "Winter Vegetable Garden of America", fields are lush green. Lettuce, carrots, tomatoes and other produce are harvested during the warm dry winter. Calexico stands on the American side of the border just across from the Mexican city of Mexicali. These twin towns would be one were it not for the international gate separating them. American citizens may cross the border and enjoy a Mexican dinner or explore sidewalk bazaars vending pottery, leather goods and other native merchandise.

At El Centro, visitors must look up instead of down at sealevel, for the town is 52 feet below this point. Markers on tanks and buildings note high on the sides, where the level of the sea is. Brawley, a short distance ahead, is 115 feet below sealevel.

Salton Sea, 35 miles long and 15 miles wide, is the Imperial Valley's private ocean. This queer inland body of water has a salt concentration twice that of the Pacific. Speed boat races are held in the briny waters.

From Salton Sea the route leads to Indio, date growing center. All about are date gardens which flourish in the dry, warm climate. Celebrating this unusual crop, the National Date Festival, for which townspeople wear Arabian costumes and stage camel races, is held annually during February.

Several side trips may be taken from this area. Borrego Springs, a new resort development, Palm Springs, popular desert oasis, Palm Desert, Twenty-Nine Palms and other desert resorts are convenient to Indio.

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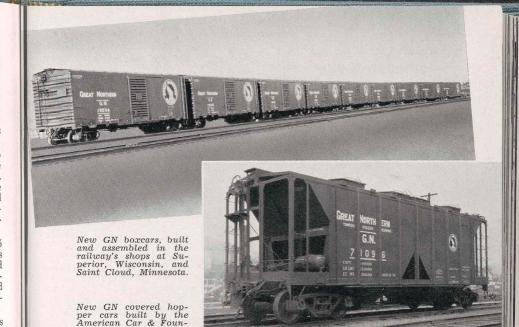
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Vacationists from the east and midwest may travel to or from several California destinations at little or no additional round trip rail fare thru the Pacific Northwest and Great Northern's scenic northern route. The streamlined Empire Builder and Western Star make convenient connections with streamliners to and from San Francisco, in Portland and Seattle.

Sixteen



New GN Freight Cars

Great Northern Railway car building shops at Superior, Wisconsin, and Saint Cloud, Minnesota, are rapidly completing construction of 1,000 conventional type steel boxcars. Assembly of underframes is performed at Superior, and the balance of the work is done at Saint Cloud. The production program calls for completion of 20 cars daily, the entire order to be completed during the current month. Each car weighs about 41,000 pounds and has a load capacity of 128,000 pounds. struction of another 1,000 cars of a similar type has been authorized. Delivery of this lot is dependent upon availability of materials.

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Great Northern recently purchased 100 covered hopper cars which were built at the American Car and Foundry Company, Berwick, Pennsylvania, plant. These cars, which are similar to ore cars in the heavy concentrated loads they carry, will be used chiefly for transporting bulk cement and other commodities requiring this type of car. The hopper cars are equipped with Timken roller bearings of the package type.

Effective with the last trip on January 26, 1952, Great Northern trains 105 and 106, between Sauk Centre, Minnesota, and Bemidji, Minnesota, will be discontinued. Local freight trains operating daily except Sunday in each direction will handle express for stations between Little Sauk and Wilkinson.

Seventeen

Historic Locomotive Bell



Mr. Kerl (left) presents the bell to Mr. Clayton.

At a recent meeting of the Washington (D. C.) Passenger Association, Sid Kerl, Manager of the Washington Terminal Company, presented a bronze locomotive bell, rescued from one of the old-time Southern Railroad locomotives, to Howard Clayton, President of the Association.

The bell, engraved "Washington Passenger Association", will be used at all future meetings and annual banquets.

SNOW SPORT IN THE PNW

(Continued from page 14)

Eight miles south of Wenatchee, "Apple Capital of the World", lies Wenatchee Ski Bowl, with hills for beginners, advanced skiers, racing and jumping hills and a fine cross-country run. The Intercollegiate Four-Way Meet is an annual event.

Leavenworth Ski Area, one mile from the city of Leavenworth, is open daily. Tows, a warming hut, rest rooms and a ski shop are located here. A jumping meet is scheduled February 9 and 10.

Many Eastern Washington "snow-birds" favor the newly-developed Chewelah Peak Area, 58 miles north of Spokane. This is the first full season of operation of the area's new \$60,000 double chair lift, 4,000 feet long. Several rope tows are also in operation. A warming hut accommodates 75 persons.

An unusually well developed and convenient area lies 35 miles northeast of Spokane at Mount Spokane State Park, with cross-country, downhill, slalom, jumping and practice slopes, good ski trails and open snow fields. Overnight accommodations in dormitories and private rooms are available in a recently-completed Public Lodge with a spacious lounge, a 3-story foyer and a dining room seating 175. Several tows and an electric chair lift are in operation seven days a week.

Washington State's northernmost ski stronghold is the Mount Baker Snowfields, Mount St. Helens Area is the southern outpost, Mount Spokane is the easternmost site, and Deer Park in Olympic National Park is situated farthest west of all improved areas in the state.

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Northern Idaho is well represented in the western winter sports picture. Especially noteworthy is the newlydeveloped resort at Signal Point, near the town of Post Falls, convenient to Coeur d'Alene and Spokane. A new lodge has recently been completed and several tows installed. There are areas for beginners and sporty runs for experienced skiers. Ski schools are conducted for youngsters.

(Continued on page 20)

Eighteen



Dining Cars on GN's Western Star

Travelers on Great Northern's streamlined Western Star find ample dining facilities, as each of the six trains that make up the transcontinental fleet carries both a coffee shop car and full length dining car.

The decorative treatment of the dining car is one of quiet dignity in which soft pastels predominate, contrasting with the more informal atmosphere of the gay coffee shop car. Draperies are of the blues and greens seen in lakes and streams in Great Northern territory, combined with the tans and darker hues of the mountains. Between wide, double-paned, fog-proof windows are color

reproductions of wildflowers found in Glacier National Park in Montana. Deep blue carpeting covers the floor.

Thirty-six patrons can be accommodated at a sitting. On one side are six tables seating four each, and on the other, six tables seating two each.

Famously good Great Northern food is prepared in gleaming stainless steel kitchens. All features which contribute to the efficient preparation and gracious service of food have been incorporated including deep freeze units, propane gas ranges and broilers, automatic dish washers and garbage disposal units.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Traffic Club Elections



Mr. Luebbe

Mr. Baker

F. E. Luebbe of Cincinnati, Ohio, was recently elected president of the Associated Traffic Clubs of America. Mr. Luebbe, general traffic manager of the Kroger Company since 1930, is an I.C.C. practitioner, past president of the Cincinnati Traffic Club, vice-chairman transportation committee, Cincinnati Chamber of Commerce, member of the board of directors of the National Industrial Traffic League, and founder-member of the Society of Traffic and Transportation.

E. G. Baker, general traffic manager St. Louis-San Francisco Railway, has been named president of the American Association of Passenger Traffic Officers. Mr. Baker was formerly chairman of the executive committee of this group and is active in several civic and national organizations.

New officers of the Railroad Passenger Traffic Club of Memphis, Tennessee, are: Joe Phelps, MP, president; Fred Beckham, SP, vice-president; Bill Travis, N&W, secretary-treasurer.

Recently elected officers of the City Passenger Agents Association of Cleveland, Ohio are: John P. Tilton, CRI&P, president; William L. Daly, SR, vice-president; Fred R. Frayer, NP, secretary-treasurer.

SNOW SPORT IN THE PNW (Continued from page 18)

That Canadians are winter sports enthusiasts is evidenced by the many winter sports areas in British Columbia. Some of the best skiing on the continent close to a major city is found at Hollyburn Ski Lodge and First Lake Ski Area, focal point of Vancouver's "Little Switzerland". The lights of Hollyburn's \$250,000 all-steel lift can be seen from Vancouver on any clear night. There are additional tows at Westlake, the Mobraaten Jump Hill, and at Vancouver Ski Club's jump at First Lake.

A modern chair lift is but one of the many recent improvements at the famed Grouse Mountain Area also near Vancouver. This lift, said to be the only one in Canada with two-passenger seats is designed to carry 680 people an hour to the 3,000-foot plateau. Grouse Mountain terrain ranges from gentle "nursery slopes" to steep, long courses and jumps that test the mettle of the most expert.

Tournaments approved by the Pacific Northwest Ski Association scheduled during January, include a Giant Slalom at Cayuse Pass, jumping at Mount Squilchuck, the Stevens Standard at Stevens Pass, Four-Way Junior Championships at Mount Hood, jumping at Beaver Lake, Slalom at Stevens Pass.

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February tournaments of interest include the Stevens Standard at Stevens Pass, Junior and Senior Jumping and Nordic Combined at Leavenworth, Giant Slalom at Cayuse Pass, jumping at Mount Spokane, PNW Slalom Championships at Tollgate, Oregon, Giant Slaloms at Stevens Pass.

Charlie Racine, Rock Island's city passenger agent in Kansas City, Mo., has been transferred to that railroad's offices in Minneapolis, Minn., as traveling passenger Agent.

Twenty



The Seattle Post Intelligencer's Ski School in the Snoqualmie Pass Area. Post-Intelligencer Photo.

Seattle Ski Schools

The two daily newspapers in Seattle, Washington, in separate and equally commendable projects, are teaching the A. B. C's of controlled skiing to Seattle student snowflyers.

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Hundreds of local high schoolers are attending the Seattle Times' Free Ski School at Ski Acres, popular ski resort located one-half mile east of the Snoqualmie Pass summit, and a record enrollment of high school and college students is learning the fine points of the art at the Seattle Post Intelligencer's Free Ski School in the Snoqualmie Pass Ski Area, located 50 miles from Seattle.

Bob Brombach, chief instructor and a staff of experienced ski teachers make up the faculty for the Post-Intelligencer. Ken Syverson, veteran ski instructor heads the corps of teachers for the Times. Both schools carry the approval and co-sponsorship of the Seattle Council of Parents and Teachers.

Only expense for students attending the schools is transportation to and from the respective areas, fares for which are kept at a minimum.

Frank R. Newman, Great Northern's vice president of traffic, from 1938 to 1945, died on January 3.

Twenty-one



More than 700,000 men, women and children die of diseases of the heart and circulation in a single year. Hope for millions of hearts lies primarily in the research laboratories and in the hands of medical scientists who man these laboratories.

Many advances in knowledge and treatment have changed the concept of two decades ago that nothing could be done about heart disease. Today we know that heart patients can be rehabilitated. Because of these advances, we are confident that there will be far greater hope for hearts tomorrow.

In contributing to the HEART Fund, you make an investment in heart research. You can confidently expect that your investment will result in increased protection for your heart and for the hearts of your family and friends.

Spokane, Portland & Seattle Railway passenger train service between Portland and Seaside, Oregon, has been discontinued effective January 15, 1952.

Twenty-two

"Toot Sweet"

Two little sisters, Ilona and Ione Heikkila, aged six and four years respectively, with their noses pressed against a frosty window pane, watched in amazement when a big GN freight train ground to a stop in front of their home near Maple Hill. Minnesota.

Engineer Joe S. Petrey of Superior, Wisconsin, climbed from the cab of the locomotive and headed for the Heikkila home. Tucked under his arm was a big box of candy for Ilona and Ione with a note of thanks to the little sisters for always waving when the train passed their house. Petrey climbed back into his cab. The two surprised youngsters waved with both arms and the big train chugged away.

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Maple Hill, which is on the railway's so-called Casco Line between Brookston and Kelly Lake, near Onega, Minnesota, is just a "hill" which engineers operating GN trains on this line have so-named.

1952 Red Cross

The 1952 Red Cross fund appeal comes at a time of continuing world-wide crisis that demands a great voluntary effort on the part of everyone since military strength alone cannot solve the problems created by this crisis.

The Red Cross has a far-reaching effect upon the life of every American, especially during these uncertain times. Do your part to keep the services of this great humanitarian organization geared to meet the needs of the nation and its citizens.



(Continued from page 6)

St. Paul, Minn.; Ole Nygaard, car repairer, Superior, Wis.; Jaboz E. Perry, brakeman, Minneapolis, Minn.; Andrew Patchell, engineer, St. Paul, Minn.; John L. Palm, boilermaker, Constance, Minn.; Phillip T. Safford, joint train baggageman and messenger, St. Paul, Minn.; John B. Stuart, brakeman, Williston, N. D.

Members reported pensioned during November, 1951, are: James Christoff, section foreman, Coram, Mont.; Charles W. Colier, conductor, Havre, Mont.; Andrew Hagen, section foreman, St. Thomas, N. D.; Patrick Keough, locomotive engineer, Breckenridge, Minn.; Frank Lerum, B & B carpenter, Crookston, Minn.; Albert L. Lee, Agent-telegrapher, Beardsley, Minn.; Herbert W. Mc-Donald, general yardmaster, Hillyard, Wash.; Andrew M. McMurchy, chief clerk, St. Paul, Minn.; Norbert E. Osgard, machinist, Sioux City, Iowa; Oliver Z. Row, conductor, Breckenridge, Minn.

Members reported deceased during, December, 1951, are: Charles E. Angel, clerk, Minneapolis, Minn.; Lester James Barton, conductor, Superior, Wis.; Frank Lee Covell, truck supervisor, Great Falls, Mont.; J. M. Gruber, vice president, Tarzana, Calif.; Arnold F. Heger, assistant general

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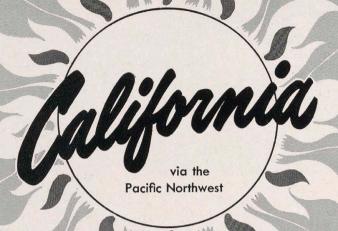
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yardmaster, Minneapolis, Minn.; Benjamin Holt, car inspector, Minneapolis, Minn.; George H. Hayes, chief clerk, Minneapolis, Minn.; Anton J. Kripps, agent, Park Rapids, Minn.; Charles T. Kelley, superintendent News Service, St. Paul, Minn.; Casper Nyvold, section foreman, Minneapolis, Minn.; Bayard E. Overacker, conductor, Grand Forks, N. D.: Joseph W. Poggi, locomotive engineer, Troy, Mont.; Oscar E. Schoonover, locomotive Whitefish, engineer, Mont.; Raymond C. Thayer, superintendent of telegraph, St. Paul, Minn.; Louis E. Voigt, yardmaster, Minneapolis, Minn.; William R. Wood, assistant general superintendent of motive power, St. Paul, Minn.; Clifford E. Wilkinson, brakeman, Seattle, Wash.; Stanley A. Withler, manager —relay, Superior, Wis.

Members reported pensioned during December, 1951, are: Edward Arneson, section foreman, Bagley, Minn.; Fay C. Allen, conductor, Breckenridge, Minn.; August I. Anderson, towerman, Minneapolis, Minn.; Harry L. Anderson, brakeman, Garretson, S. D.; Arnold Bell, patrolman, St. Paul, Minn.; Robert Bruce Duff, telegrapher, Crookston, Minn.; Alfred J. Gregorie, conductor, Grand Forks, N. D.

Twenty-three



Enjoy the luxury of "The Ranch"

Friendly western-style coffee shop lounge car on Great Northern's streamlined EMPIRE BUILDER.

Relax in "The Lounge"

Colorful observation club car on the streamlined Western Star.

NO EXTRA FARE!

Comfort is the keynote in spacious Day-Nite Coaches and in ultra-modern Pullmans. Wonderful food, wonderful mountain scenery.

Great Northern's 2 Great Trains



and Seattle with streamlined trains to and from California. FORM 6009 1-52

The Great Morthern GOAT

FEBRUARY 1952

February 22, 1732

"Let us raise a standard to which the wise and honest can repair."



February 12, 1809

"—that this nation, under God, shall . . . not perish from the earth."





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The Big Mountain Ski Lodge, 8 miles from Whitefish, in northwestern Montana, on GN's main line.



Time out for a breather and hot coffee on the sun deck of The Big Mountain Ski Lodge.





Relaxing in the evening to music 'round the big fireplace at Northern Rocky Chalet.



Uphill travel is no problem via the T-bar lift. Rope tows serve other slopes.



Photos by Lacy's Studio.



Future champions learn to handle the "boards" on the gentle "dope slope" or practice bowl:

Winter Sports on the Big Mountain in Montana

Residents of Whitefish, Montana, take a philosophical view of winter weather, even when they're working at shoveling snow out of their driveways. They feel that way even though they may not be winter sports minded personally. They are proud of their town in the Montana Rockies, a division point on Great Northern's main transcontinental line, and they like to have other people come there. Lots of people do just that for the skiing and other winter sports on The Big Mountain, nearby.

The 1951-52 Winter Sports program on The Big Mountain started with a whoop and a holler in November, with a foot and a half of powder snow on a hard-packed base, and perfect weather. Three weeks after Thanksgiving, snow was a good five feet deep at the top of the T-bar lift, yet there was so little snow on the valley floor that nobody bothered

with galoshes.

Snow fell on the mountain at exactly the right time, too. Work on a brand-new ski slope had barely been completed; it was delayed by rain all through October. The new slope, not as yet named, will make a lot of skiers happy. It is highly accessible, and runs parallel to the lift line but is entirely separate from famed Mully's Mile, so there's plenty of room for plenty of skiers. Even when there's a big race going on, recreational skiers won't feel crowded.

Hell Roaring Ravine is also served by the lift, and on the face of The Big Mountain there are vast snowy open slopes. Winter sports fans who like the adventure of following trails down through the woods take to the Langley Run or Satan's Descent. For beginners there's a practice bowl, the "dope slope", served by a rope tow.

Accommodations at the ski area vary from dormitory to de luxe. The

Big Mountain Ski Lodge has comfortable dormitory space for twenty and a thriving snack bar, plus that necessary adjunct to winter jollity, a good big open fire. Upstairs is a pleasant bierstube. Huge picture windows are everywhere for the benefit of persons who prefer to take their winter exercise inside where it's warm and cozy.

Northern Rocky Chalet has hotel accommodations for forty-two and a dining room with a cuisine that has become famous. Naturally, there's a

huge fireplace in the lobby.

Toni Matt's Ski Shop is near the lodge. Ski Meister Matt, who has a couple of trunks full of championship cups but is too modest to display them, conducts a ski school, training future champions and people who want to ski just for pleasure.

Matt is said to be the only skier who ever schussed—went straight down—the 1,000-foot headwall of Tuckerman's Ravine on Mount Washington in New Hampshire. Toni cut the record in half there in 1939, and many experts believe his time will

never be beaten.

In the town of Whitefish and on the shores of beautiful Whitefish Lake there are many cabin camps. Each winter, more and more skiers move in for the full snow season. Convenient transportation is available from town to the mountain, and the roads are kept clear of snow.

In its relatively short span of existence as a highly developed winter sports area, The Big Mountain has come a long way toward the goal of being one of the country's foremost skiing centers. Two national events have been held on its downhill and slalom runs, in 1949 and 1951, an almost unheard of occurrence in national ski circles, and Whitefish has become known to the national skiing public as having one of the finest downhill runs in America.

Three



Vol. 22 February, 1952

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



"The mass of citizens in these United States mean well, and I firmly believe

they will always act well whenever they can obtain a right understanding of matters."

—George Washington.

Great Americans

February is the birth month of two of our greatest Americans. The dates on which they were born are remembered and honored. We have not remembered the dates of their death, because Washington, and Lincoln will live as long as there is an American alive to recall their words and deeds.

They were quite unlike. Both came out of poverty, but in inclination and in training, Washington was an aristocrat. Lincoln belonged to the common people of whom he said, "God must love them because he made so many of them."

Both men set themselves in youth to achieve a high integrity. Fundamental honesty was the cornerstone of their careers. Elemental kindness activated both.

Both men were gifted with infinite patience. Washington and Lincoln had a keen sense of justice. Each learned to be absolutely fair in dealing with others. They showed no favoritism and held to a high code of honor, free from guile.

Washington had a quenchless ambition to excel and to succeed. Lincoln was more deeply moved by love. Personal ambition lay in the background. Lincoln possessed a softening sense of humor to offset a great seriousness. Washington did not have it. Both men were religious, but not in orthodox and formal ways.

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High personal character led them to deep dedication in public service. They are great among us because they served much. We live amid blessings and light they left behind.

In this eventful year, let us recall and take strength from the fact that America has had men who placed principle above privilege, patriotism above politics, and love of country beyond all personal gain.

God willing, and if each of us will truly resolve and act, we shall have

them again.

Four



Lumber Yardmasters Travel Great Northern

Twenty-six lumber yard managers of Lampert Yards, Inc., with head-quarters in Saint Paul, Minnesota, headed by W. B. Lamp, company vice president, recently traveled Great Northern from the Twin Cities to the Pacific Northwest on an education-inspection tour of lumber operations in that area.

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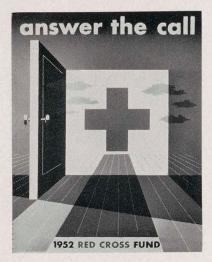
Lampert Yards, Inc., operates approximately seventy retail lumber yards in the four-state area comprising Minnesota, Wisconsin, Iowa and South Dakota.

En route West on Great Northern's streamlined Western Star the group stopped off at Libby, Montana, where operations of the J. Walter Neils Lumber Company were inspected. The party journeyed from Seattle to Bellingham aboard Great Northern's

streamlined International where they viewed operations of the Columbia River Lumber Company at Bellingham, Washington, from the cutting down of the trees to the finished processing. A day of sightseeing in Seattle was spent by the group before boarding Great Northern's streamlined Empire Builder for the return journey to Saint Paul.

Members of the tour party, pictured above left to right, are: James F. Rohlik, Shell Lake, Wis.; Gerald L. Fisher, Wells, Minn.; Richard C. Clasen, Emmetsburg, Iowa; Nick A. Lanners, Salem, S. D.; Francis I. Hougas, Sibley, Iowa; Kenneth O. Nesseth, Robbinsdale, Minn.; Raymond F. Kramer, St. Paul, Minn.; Clifford H. Dietz, Mankato, Minn.;

Five



The accompanying poster for the \$85,000,000 American Red Cross March 1952 Fund Campaign was designed and painted by Joseph Binder, internationally known commercial artist. It symbolizes the campaign slogan, "Answer the Call".

Mr. Binder, whose studios are in New York City, has won numerous prizes for his posters and other work in this country and abroad. He won first prize for his New York World's Fair Poster in 1939, and both first and second prizes in the Museum of Modern Art War Poster Competition in 1941.

The slogan "Answer the Call", is an appeal to all the people of the United States to enroll in the Red Cross as partners in merciful help to victims of disaster, in service to members of our armed forces and their families, and in community programs of health and safety.

Pacific Coast Railroad

Four Seattle men have been elected officials of the Pacific Coast Railroad Company, Great Northern Railway subsidiary, according to an announcement made by Thomas Balmer, president and chairman of the board of directors.

They are J. D. Taylor, general manager; L. F. Lohmann, purchasing agent; H. M. Goehring, chief engineer, and Frank Garing, right-ofway, land and tax commissioner.

The four are also officers of the Great Northern Railway, which assumed ownership of the Pacific Coast, Seattle's oldest railway, on October 31.

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Since discontinuance of SP&S Railway passenger train service between Portland and Seaside, Oregon, rail tickets reading from points east of Portland to stations on the Astoria-Seaside line of the SP&S will be honored for travel on the Oregon Motor Stages from Portland to stations common to both lines.

Following are motor bus schedules affording connections at Portland with GN's Empire Builder and Western Star:

Westbound
Lv. Portland 2:45 PM 9:30 AM 7:30 AM
Ar. Astoria 6:35 PM 12:40 PM 11:20 AM
Lv. Astoria 7:10 PM 11:50 AM
Ar. Seaside 8:10 PM 11:50 AM 12:50 PM

Eastbound
Lv. Seaside
Ar. Astoria
Lv. Astoria
Ar. Portland
Ar. Portland
Lv. Astoria
Ar. Portland
Ar. Por

In addition to the service shown, other motor buses are operated on convenient schedules.

Six



Part of the crowd of spectators at the National Retriever Field Trials at Carnation Farms, near Seattle, Washington.

VIPs Aboard the Empire Builder

Recent passengers aboard Great Northern's streamlined Empire Builder were Mr. and Mrs. Paul Bakewell, III of Saint Louis, Missouri, and their two champion black Labrador retrievers. Mr. and Mrs. Bakewell and their dogs traveled round trip on the Empire Builder between Minneapolis, Minnesota, and Seattle, Washington, en route to the National Retriever Field Trials, held recently at Carnation Farms in the State of Washington.

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Mr. Bakewell is a well-known Saint Louis sportsman, breeder and trainer of black Labrador retrievers. The dogs, which occupied quarters in the baggage car, were exercised and exhibited briefly in Minneapolis.

Twice before, in 1948 and 1949,

the Bakewells and their dogs have traveled to retriever trials in Seattle via Great Northern Railway.

In 1948, Mr. Bakewell's champion black Labrador, Little Pierre of Deer Creek won the Northwest Retriever Trial Club's Open All-Age Stakes and counted up the greatest winning record of any competitive retriever in history.

Great Northern passenger trains 105 and 106 between Sauk Centre and Bemidji, Minnesota, have been discontinued, and tickets should not be sold nor baggage checked to intermediate stations on the Sauk Centre-Cass Lake (K) line. Local daily except Sunday freight trains in each direction now handle express.

Seven

Passenger Club Election



Chicago Passenger Club Officers, left to right: E. E. McDaniels; L. D. Cary; G. S. Pitts, J. H. Otten. Photo by Al Lurson, Container Corp., Chicago.

An estimated 250 members of the Chicago Passenger Club recently attended the group's annual dinner and election of officers held at the Hamilton Hotel.

Named to head the organization for the year 1952 is G. S. Pitts, NYC, president. J. H. Otten, NP, will serve as first vice president; L. D. Cary, NC&StL, second vice president; E. E. McDaniels, MP, secretary-treasurer.

YARDMASTERS TRAVEL GN

(Continued from page 5)

David R. Kuester, Radisson, Wis.; David R. Fesler, St. Paul, Minn.; Louis R. Gethmann, Kanawha, Iowa; John L. Fesler, St. Paul, Minn.; Alvin L. Bartels, Chetek, Wis.; Harold R. Heidtke, Birchwood, Wis.; Roy W. Metcalf, Charles City, Iowa; Joseph R. Laurin, Winnebago, Minn.; Robert G. Dittmer, Bayport, Minn.; Forest E. DeLong, Moose Lake, Minn.: Walter L. Mason, Huntley, Minn.; James F. Cole, Cannon Falls, Minn.; Stanley R. Meeker, Le Center, Minn.; George F. Mussman, Farmington, Minn.; Robert O. Moen, Amboy, Minn.; Glen A. North, St. Paul, Minn.; Lloyd Hamm, Merrill, Iowa; W. B. Lamp, St. Paul, Minn.

GN Blood Donor Car

Operation of a special American Red Cross blood procurement car by the Great Northern Railway will begin about March 15.

The railway's offer to provide a car for procurement of blood for the Armed Forces has been accepted by officials of the Midwest area of the Red Cross Blood Program.

Although Great Northern plans to make the blood procurement car available to Red Cross chapters throughout its territory between Saint Paul and the Pacific Coast, it first will be operated in cities and towns in Minnesota and the Dakotas. Harris Romerein of Saint Louis, Red Cross blood field representative, will organize local chapters and recruitment committees.

Conversion of an all-steel, air-conditioned lounge car into a mobile blood procurement unit is now under way in Great Northern's carshops in Saint Paul. Remodeling of the car in accordance with Red Cross specifications will include installation of donor beds, doctors' and nurses' offices, canteen and reception areas and refrigeration for blood.

Great Northern will provide the procurement car and operate it over the company's lines without cost to the Red Cross. The Red Cross will staff the car, and work through local chapters in recruitment and assignment of donors and volunteer assistants.

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Dude Ranch Officers

At the recent annual convention of the Dude Ranchers Association, held at Jackson, Wyoming, Stan Decker of the G P Bar Ranch, Cora, Wyoming, was elected president. Don Snyder of Sunlight Ranch, Cody, Wyoming, was named vice president, and Shorty Smith of the S & R Ranch, Big Timber, Montana, secretary-treasurer.

Eight



Mount Pilchuck in Washington

In the Pacific Northwest, cities which have the shimmering waters of Puget Sound for a front yard are no novelty. Add a mile-high mountain which leans its elbows on your back porch and you have the double scenic treat enjoyed by the 35,000 residents of Everett, Washington. On clear days, 5,334-foot Mount Pilchuck looms so close it seems that a small boy with a big slingshot could lob a pebble onto its snow-capped peak.

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Pilchuck is a solitary sentinel a mere 19 miles inland with the magic carpet of western Washington unrolled at its feet. The 40 square miles of its virgin-timbered slopes contain 75 lakes and dozens of snow-fed streams, and offer some of the finest winter sports and summer recreation terrain in the state.

Captain George Vancouver discovered Mount Pilchuck in 1792, but no one did much about it for nearly a hundred and fifty years. After tiring of watching the antics of mountain goats high on the peak, through a high-powered telescope, H. A. "Happy" Annen, in 1937, strapped a camera on his back and climbed Mount Pilchuck. The resulting pictures loosed an avalanche of public opinion and a surge of activity by civic-minded citizens of Snohomish County towards development of Mount Pilchuck as a year-round recreational area.

Recently the Washington Legislature and the State Parks Commission took action which will set aside a portion of Mount Pilchuck as a

(Continued on page 18)

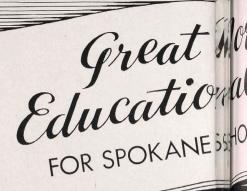
Nine



Harold Neiswender "professor without portfolio" and conductor of GN field trips for Spokane school children.



Classes are briefed on their trips to give them and the tour conductor an opportunity to become mutually acquainted.



All youngsters thrill at the sight of a signant locomotive, and no one knows to better than Harold Neiswender, night tict to agent in Great Northern Railway's Spoke, Washington, passenger station.

(Continued on page 12)



A visit to the baggage-room is a part of the through the Spokane passenger station



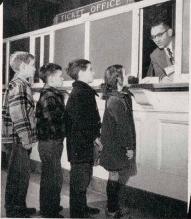


Hillyard roundhouse foreman W. F. Sommerville shows youngsters power plant under hood of a diesel switcher.

at Northern tinal Tours ANECHOOL CHILDREN



Youngsters board a Pullman car to inspect different types of sleeping accommodations.



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W. F. power

Tickets are purchased from Neis-wender for the tour to Hillyard roundhouse and shops.





One of the ports-of-call is Spokane Division Superintendent Frank Percival's office where one of the guests "takes over".



A ride on the turntable with a giant GN mallet, is one of the highlights of the Hillyard roundhouse tour.

GN EDUCATIONAL TOURS (Continued from page 10)



Harold Neiswender receives the Federation's award from Sidney Carol Surles as GN's president John M. Budd (left) and operations vice president Ira G. Pool look on.

Harold got launched on his hobby quite inadvertently when his wife, a kindergarten teacher at Logan School in Spokane, remarked at breakfast one morning, that she was taking her class on a field trip that day to one of the city's fire stations. Harold being railroad minded, suggested they try a railroad field trip some day. Shortly thereafter he found himself shepherding a group of moppets through GN's passenger station in Spokane.

Soon came phone calls from just about every school teacher in Spokane who had a transportation unit, and who had been looking for just such a field trip.

Harold really started in the tour

business on a volume basis a year ago last fall. He has since conducted 77 groups, mostly grade school classes, totaling some 4,000 students and 220 adults. He spends nearly eight hours, all on his own time, with each class, and his field trips have been officially approved by the Spokane Public Schools.

Neiswender's first contact with a group is in the classroom, where he talks briefly about railroads and trains, with special emphasis on safety. Then he answers questions and swaps chit-chat. The value of this approach is that it gives the youngsters an opportunity to feel him out on their home ground, and gives him a chance to penetrate their reserve, so there is no hesitancy about asking questions later.

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The remainder of the program consists of two field trips, conducted as a rule on succeeding days. The first is through Great Northern's Spokane passenger station and division headquarters. On the second trip, the entire group boards Great Northern's eastbound Fast Mail, train No. 28, for the five mile journey to Hillyard. At Hillyard, the group is taken on a comprehensive tour of the railway's roundhouse and extensive shop facilities.

On frequent occasions when Mr. Neiswender sees a class for a fourth time on a return trip to one of the schools, the competition for his attention is intense. Each child wants to show off a painting, drawing or model he has made, or recite what he has learned about railroads on the field trips and in the classroom transportation unit. Probably no other person in Spokane is known so intimately by so many school children as is Harold Neiswender, and though he and Mrs. Neiswender have no youngsters of their own, they in reality have the biggest family in

Raised and educated in Spokane, (Continued on page 14)

Twelve



Flesh Fee

Bursting open the door marked "Private" the butcher confronted the lawyer.

"If a dog steals a piece of meat from my shop, is the owner liable?" he asked the man behind the desk.

"Certainly," replied the lawyer.

"Very well, your dog took a piece of steak worth a half dollar about five minutes ago."

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"Indeed," the lawyer returned smoothly. "Then if you'll give me the other half, that will cover my fee."

To the End

Several days after his father died, little Johnny was stopped in the street by a kindly neighbor, "And what were your poor father's last words?" the neighbor asked.

"He didn't have any," Johnny replied. "Mother was with him to the end."

Call for Dinner!

Foreman: "Were you singing just now, madam?"

Vocalist: "Yes, I have been practicing. Why?"

Foreman: "Would you mind not hanging on to that top note quite so long? My men have laid off twice already this morning, thinking it was the dinner whistle."

Or Pend O'Reille!

"Faith," declared Mike. "'tis an unthankful country this is, now. Here we Irish have done so much for the United States and b'jabbers they've named only one state after an Irishman!"

His faithful friend Pat raised his red eyebrows. "I didn't know there was such a state, Mike!"

"Sure and have ye niver heard o' that western state, O'Regon?"

Double Feature

Little Johnny awoke about 1 a.m. and asked his mother to tell him a story. "Sh-h-h-," soothed Mother, "any minute now your daddy will be home and he'll tell us both one."

Silly!

Teacher: "Give me a one-letter word meaning breakfast."

Johnny: "X."

Teacher: "What does that mean?"

Johnny: "You know: bacon and x!"

No Ideas, Please!

"And now, gentlemen," continued the Congressman, "I wish to tax your memory."

"Good heavens," muttered a colleague, "why haven't we thought of that before?"

Thirteen

GN Retirement



Dougan

Rici

Richardson

A railroad career that began in 1899, terminated December 31, with the retirement of Henry K. Dougan, assistant general auditor of Great Northern Railway, at Saint Paul, Minnesota.

Mr. Dougan's first contact with railroading came in 1899 in a crew carving out a new line in mountainous northern Montana for James J. Hill, the Empire Builder and founder of Great Northern. During the next nine years, he spent several summers and some winters on engineering surveys for Great Northern and other railway and mining firms. He also attended the University of Minnesota, from which he was graduated in 1908 as a civil engineer.

After five years, devoted chiefly to railroad construction engineering in the Pacific Northwest, he came into Great Northern's valuation department in Saint Paul as draftsman and engineer.

Shifting to the side of railroading that copes with its maze of statistics, Mr. Dougan became assistant valuation engineer in 1918 and later executive assistant and assistant general auditor.

When Ralph Budd, then president of Great Northern, led a group into Russia for several months of railway study for the Russian government, Mr. Dougan was a member of the party. During World War II, he served as a major in the Army Air

Corps, returning as assistant general auditor in 1944.

His successor, as assistant general auditor, is W. M. Burn, general statistician since 1948. Mr. Burn joined Great Northern as assistant statistician in 1920. He was appointed statistician in 1925, and became general statistician in 1948.

Newly-appointed general statistician succeeding Mr. Burn is G. A. Richardson, who joined the railway in 1927 as a clerk in the comptroller's department. Mr. Richardson became assistant tax accountant in 1941, tax accountant in 1946, and statistician in 1948.

GN EDUCATIONAL TOURS (Continued from page 12)

Harold Neiswender has been with Great Northern since 1936, and ticket agent at the passenger station since 1944. His father is a GN engineer, one brother is a GN clerk, and another brother, now on leave of absence with the Navy, is a GN telegrapher.

In recognition of the splendid job Harold Neiswender is doing in telling the railway story to the school children of Spokane, and for his unique contribution to the public relations of both the Great Northern and the entire railway industry, he was recently presented with the December employe courtesy award of the Federation of Railway Progress.

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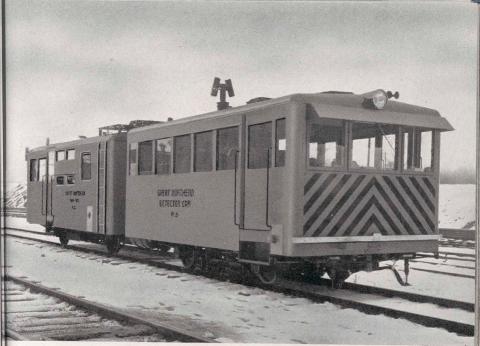
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The

Voicing the appreciation of the thousands of Spokane school children who have participated in his field trips was Sidney Carol Surles, age 8, a third grade student at Stevens school, who pinned the gold award button on Neiswender's lapel.

In attendance to share in honoring Neiswender were John M. Budd, Great Northern's president, and Ira G. Pool, operations vice president, who presented a defense bond awarded by the Federation.

Fourteen



Great Northern's new rail-flaw detector car.

Improved Rail Flaw Detector Car

Great Northern Railway has placed in service a new Sperry-type rail flaw detector car whose modern equipment is expected to result in a considerable increase in the efficiency and mileage of testing.

A 109 horsepower Caterpillar D318 diesel engine provides power for the car's generators. The latter in turn operate the various parts of the de-

tecting equipment.

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Upper and lower current generators are driven by means of a chain drive extending from the engine to the jack shaft, and from the jack shaft to the generators. Excitation for these two current generators is supplied by a 110-volt DC generator, belt driven from the shaft on the upper generator.

The 24 cubic foot- air-compressor

also is belt driven from the jack shaft. From power take-offs on the engine are operated a 32-volt charging generator, a 6-volt charging generator and a 110-volt AC generator.

Testing procedure on the new car is similar to that used on other Sperry-type detector cars.

The body of the new detector car as well as the running gear and brush carriage assembly were built by the Gibson Manufacturing Company of Seattle, Washington, to the railway's specifications, while the diesel engine and chain drive assembly were planned by the railway in cooperation with the Wm. H. Ziegler Company and the Link-Belt Company. Installation of all the testing equipment was done by Great Northern in its Saint Paul shops.

Fifteen



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Passenger Club Elections

The Saint Paul, Minnesota, Passenger Association has chosen Stanley T. Thorson, Great Northern's General Agent, Passenger Department, as its president for 1952. Other officers elected are: E. P. Bruers. Union Depot, vice president; Mel Skogmo, Union Depot, treasurer; M. Schembers, CB&Q, secretary. Directors named are: P. J. Nikolai, GAPD, Milwaukee Road; L. J. Bartholomew, Dist. Supt., Pullman Co.; J. Warner, PR, PRR; D. Collins, Minnesota Mining & Manufacturing Co.; R. K. Mossman, AGPA, NP; R. J. Steiner, GPA, C&NW.

W. A. Kelch, General Agent, Passenger Department, Chicago & Eastern Illinois RR., has been elected president of the Minneapolis, Minnesota, Passenger Traffic Club. E. M. Petschl, AGPA, C&NW, was named vice president; G. R. Conaway, PR, CN-GT, secretary; S. A. Swanson, AGPA, M&StL, treasurer. A. C. Lipsett, CPA, CN-GT, and T. B. Dovem, PR, B&O, were named to the executive committee.

New officers of the Portland, Oregon, Passenger Association are: G. V. Valley, Milwaukee Road, president; R. D. Farrell, Wabash, vice president; J. V. Cook, B&O, secretary-treasurer. New directors are: E. M. O'Conner, Gray Line; F. R. Smith, NP Terminal; Robert Greenman, GN; Al Freeman, GN; A. N. Bryant, SP; Tom Holman, UP. The New York City Association of

Passenger and Ticket Agents elected Russell B. Hunt, TA, Erie, president; Daniel W. McCloskey, P&TA, Milwaukee Road, first vice president; Robert L. Tiedgens, CP&TA, NP, second vice president; Charles E. Malik, PR, B&O, secretary; Charles J. Andrews, PR, NYC, treasurer as its officers for 1952.

At the annual dinner of the Cleveland, Ohio, Passenger Club, Edward H. Heil, NYC, as president; W. L. Daily, SR, vice president; Roger A. Musk, SP, secretary; Fred R. Frayer, Jr., NP, treasurer were installed as officers for 1952. Directors are: Arnold J. Crane, Cleveland News; George E. Reid, East Ohio Gas Co.; Paul A. Roach, Capital Airlines; Jack Sterling, CGW; K. R. Thomas, Goodyear Tire & Rubber Co.; Robert G. Wood, NYC&StL; Creath D. Fletcher, CB&Q.

Fred G. Just, UP, has been named president of the Boston Passenger Club. Other officers are: Hollis Cummings, B&A, vice president; Sidney SP, secretary-treasurer. Roblin, Named to the executive committee are Edmund A. Connell, American President Lines and Robert Cowan, B&M.

Officers of the Passenger Club of Saint Louis for 1952 are: Chester Voss, NYC, president; George Batty, SP, first vice president; Rudy Rector, Greyhound, second vice president; Ralph Fischer, GM&O, third vice

(Continued on page 17)

Sixteen

Fargo-Moorhead Sleeping Car Service

Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead will be provided by the Northern Pacific Railway on its trains 3 and 4, February 1 through May 31, 1952.

Under the rotating plan which alternates this service every four months between 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 Nos. 29 and 10.

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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 set-out sleeping car.

PASSENGER CLUB ELECTIONS (Continued from page 16)

president; Walter Hesse, PRR, treasurer; Mel Johnson, MP, secretary.

Chester Stetfelt, Isthmian Line, has been named president of the Passenger Club of New Orleans. Lloyd Lagarde, CB&Q, was elected vice president, and Jack Davis, Isthmian Line, secretary-treasurer.

Chosen officers of the Southern California Passenger Association for 1952, at the Annual Dinner and Election held in Los Angeles, were: O. V. Howard, DPA, D&RGW, president; Roy Baumruker, PR, PRR, first vice president; Earl H. Eckhoff, CTA, UP, second vice president; Curtis W. Berghofer, TPA, CB&Q, secretary-treasurer. Named to the Board of Governors are: Chairman Harold A. Weeks, CPA, CN; Frank T. Rice, DPA, SF; Thomas Brockmiller, chief clerk to DPA, SP; Harry Farmer, CPA, UP; Ray Fansett, ADPA, SP.

Aboard GN's Red River



Queen Lois Fitzloff of Fargo's Jack Frost Winter Carnival boards the streamlined Red River at Fargo, N. D.

Aboard Great Northern's streamlined Red River from Fargo, North Dakota, to Saint Paul, Minnesota, recently was Lois Fitzloff, Queen of Fargo's Jack Frost Winter Carnival. Queen Lois was one of several visiting snow queens participating in the 1952 Saint Paul Winter Carnival held January 26 through February 3.

Great Northern's Red River streamliner makes a daily round trip between Grand Forks, North Dakota, Minneapolis and Saint Paul, Minnesota.

Japan and the Philippine Islands have signified their intentions to participate in the State of Washington Far East Trade Fair to be held in Seattle, September 4 to 14, 1952.

Seventeen

GN Traffic Changes







Promotions of three Great Northern Railway freight traffic officers, are announced by R. P. Starr, west-

ern traffic manager.

Named general freight agent with headquarters in Seattle, is G. D. Johnson, assistant general freight agent since 1950. Johnson, a 33-year veteran of Great Northern service, came to Seattle from San Francisco as general agent in 1948.

Moving to Great Northern's Chicago office as foreign freight agent is W. E. Murray, assistant foreign freight agent in Seattle since 1947. He will succeed R. W. Traynor, who moves to Seattle to fill the reestablished position of general agent.

Traynor, who joined Great Northern in 1924, was city freight agent in Chicago prior to appointment as export and import agent in 1945.

Murray has been with the railway since 1938, coming to Seattle from Portland, where he had rejoined Great Northern after four years' wartime service in the Navy.

Easter Seals

March 13 will launch the 19th annual Easter Seal Campaign sponsored by the National Society for Crippled Children and Adults, the Easter Seal Society, and its more than 2,000 Easter Seal affiliates in the United States and its possessions. The campaign closes Easter Sunday, April 13.

Eighteen

Grand Coulee Motor Coach Service

Motor coach service between Spokane, Washington, Grand Coulee Dam and Chief Joseph Dam is provided by the Okanogan Valley Lines on the following schedule:

Westbound

Eastbound

Lv. Chief Joseph Dam 9:05 AM 4:10 PM Lv. Grand Coulee Dam 10:15 AM 5:30 PM Ar. Spokane1:00 PM 7:45 PM

MOUNT PILCHUCK (Continued from page 9)

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public playground. Although the official state park will cover only some 1,500 acres which straddle the summit, much more of the 40 square mile area of the mountain will be open to visitors. For practical purposes the recreational area will be 10,000 acres.

The sale of 30 million board feet of state and national forest timber, some of which was already past the sapling stage when Columbus discovered America, is bringing about construction of seven miles of permanent-type access road to the 3,000foot level. Four miles of this highway which has concrete bridges, easy grades and no dangerous slide areas, are already finished. The remaining portion is under construction and due to be completed this year.

Experienced skiers go dreamyeyed when they first view Pilchuck's northwest shoulder where a 1,000acre natural pocket called Cedar Flats holds the winter snow throughout nine months of the year. The Pilchuck Ski Club, formed in 1949, plans jumping tournaments, Olympic Ski Trials and other full-scale winter sports events which are expected to attract visitors from many parts of the United States and Canada.

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

tion of the Great Northern Railway reported deceased during January, 1952, are: Victor T. Bjorkland, chief clerk, St. Paul, Minn.; Albert J. Baker, switchman, Minneapolis, Minn.; Michael B. Carter, station master, Minneapolis, Minn.; John P. Donovan, superintendent, Superior, Wis.; Charles Gustafson, engineer, Crookston, Minn.; Henry A. Hemberger, traveling freight agent, St. Cloud, Minn.; Henry A. McCauley, clerk, St. Paul, Minn.; Thomas E. Mc-Gregor, district road master, Watertown, S. D.; John H. McGlogan, assistant superintendent telegraph, Detroit, Mich.; Alvin O. Olson, section laborer, Hanley Falls, Minn.; Harry R. Pedersen, conductor, Willmar, Minn.; Fred H. Reber, car repairer, St. Cloud, Minn.

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Members reported pensioned during January, 1952, are: Frank J. Bock, switch foreman, St. Paul, Minn.; C. J. Cooney, shop carpenter, Great Falls, Mont.; John J. Dixon, locomotive engineer, St. Paul, Minn.; Charles Erickson, engineer, St. Cloud, Minn.; Jefferson C. Harry, district lineman, Kelly Lake, Minn.; Fred W. O'Bevan, switch foreman, Superior, Wis.; Albert Quady, locomotive engineer, Great Falls, Mont.; William K. Strawn, conductor, St. Paul, Minn.; George R. West, engineer, Minneapolis, Minn.

The annual state Shorthorn, Angus and Hereford breeders show and sales will be held at the Old Union Stockyards in Spokane, Washington, March 6 and 9. The Spokane Junior Livestock Show has been scheduled for May 7 to 11.

Great Northern Railway recently established a new city ticket office at 1453 Broadway, Longview, Washington. The telephone number is 815. Mr. C. F. Heath is agent in charge.

William Wicker has been appointed Superintendent of Great Northern's News Service Department, with headquarters in Saint Paul, succeeding Charles T. Kelley, deceased.

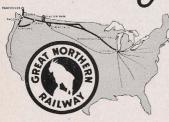
Frank L. Covell, Great Northern motor stage supervisor at Great Falls, Montana, passed away December 16, after a lengthy illness.

The 1952 Portland, Oregon, Rose Festival will be held June 11 through June 15.

Nineteen



Relaxing's Great



to and from the Pacific Northwest on Great Northern's two Great Trains

Empire Builder Western Star

Direct connections in Portland and Seattle to and from California.

The Great Morthern GOAT MARCH 1952

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Rock Jana Dam Jower Output POWER OUTPUT TO BE TRIPLED TO BE TRIPLED

Shore to shore view of Rock Island Dam on the Columbia River near Wenatchee, Washington, shows expansion work in progress. Al Winters photo.

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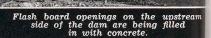
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Major visible construction is raising of the West spillways to a level with the existing deck.



Carpenters bridge center fishway to allow easier access for vehicles hauling construction materials.

Wenatchee Daily World photos.

Excavation in bedrock was necessary in extending the middle fishway an additional 225 feet upstream.

Rock Island Dam in Washington

The electric generating capacity of Rock Island Dam on the Columbia River near Wenatchee, Washington, is being more than tripled by a six generator expansion project.

The first power-producing facility on the main channel of the Columbia River, Rock Island Dam was built 20 years ago with an initial 80,000 kilowatt capacity. At the time, provisions in the form of additional generator emplacements were made for possible future expansion. Now, with the addition of six generators, each with a rated capacity of 27,500 kilowatts, 165,000 kilowatts will be added to the power output of the project. Cost of the expansion program is estimated at \$33,000,000.

The Rock Island Damsite, as only partially developed, was considered to be one of the lowest cost locations available to either private or public enterprise for the installation and operation of substantial hydroelectric

generating facilities.

The additional facilities, for which preliminary work has been completed, will raise the height of normal pond elevation an average of 14 feet. The original piers in the west spillway which were brought to an elevation of 583 feet 20 years ago have been raised to an elevation of 616 feet. Between these openings the new steel crest gates will be placed in guides, consisting of rails bolted to the concrete piers.

The fish ladder at the center of the dam has been extended 225 feet to add the number of steps required to reach the 604 to 608-foot pond elevation, with a step or grade of 1.27 feet for each 10-foot step. Four regulating gates were placed at the upper end of the extension to accommodate change of pool from 604 to 608 feet, the latter elevation occurring when stream flow exceeds 400,000 cubic feet per second.

Crest gates controlled through the use of an 80-ton Gantry crane regulate the height of the water in the reservoir. The original four generators have required the use of only 14 such gates of which there are a total of 36. With 10 generators in operation, however, use of the remaining gates which have been under water for 20 years, will be necessary. Another Gantry crane, a duplicate of the one now used, will be installed over the newly-covered section of the spillway, and will control the remaining gates. In the initial project the crest of the dam was completed to an elevation of 581-5 feet. In recent years the operators of the dam have used 10-foot flash boards in the west spillway and 15-foot wooden flash boards in the east spillway. Completion of the dam will involve installing steel gates of a height of 22.5 feet above the 581.5-foot elevation, to bring the new crest of the dam to 604 feet.

The completed crest gate system will affect the future water level of the Columbia River at Wenatchee to some degree. The ability to raise and lower the remaining gates will provide a slightly lower river level during the high water period of the year. During the low water season, the additional control will enable officials at the dam to maintain the river at a slightly higher level than heretofore.

The greater part of the additional energy developed at Rock Island Dam will serve the new \$50,000,000 reduction plant of the Aluminum Company of America, which will be located 3 miles upstream. The Alcoa plant will require 180,000 kilowatts. Bonneville Power Administration will supply 60,000 kilowatts and the balance will come from the new Rock Island facilities.

Three

The Great Northern

VOL. 22

March, 1952

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
J. M. HAGEN, Assistant Editor

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

The Goat's Cover



Queen Eva Beattie of Sumner, Washington, will reign over the 1952 Puyallup Valley Daffodil Festival April 4 through 6.

Photo by Howie Clifford, Tacoma News-Tribune

Your Railroads

Reports prepared and statistics compiled for the year 1951 on progress made and work performed by the American railroads in bringing you most of the things you eat, wear and use in your daily life, show that in 1951 the railroads turned out the second largest job of hauling ever recorded in time of peace.

In 1951, the average freight train moved more tons of freight and moved them faster than ever before. The transportation service performed in an average hour's operation—measured by the tons of freight moved one mile—was nearly fifty per cent more than ten years ago—double that of twenty years ago—and almost three times what it was thirty years ago.

This great increase in efficiency is due in large part to a program of investment in improved plant and facilities, a program which has been carried forward more intensively than ever in the years since the end of World War II. Just last year, for example, the railroads put into service almost eighty-five thousand new and larger freight cars and twenty-five hundred new locomotives. They would have installed more had materials been available.

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But while the railroad reports for 1951 show near record volumes of traffic handled with record efficiency, they also show that the rise in expenses has been so much greater than the increase in freight rates which the railroads can charge, that in 1951, earnings were actually smaller than in years when traffic was less and efficiency was lower.

It is upon their earnings that railroads must depend to carry forward their improvement program, a program which means more efficient, more dependable, more economical transportation for the commerce and the defense of the nation.

Four

Photos by Howie Clifford, Tacoma News-Tribune.



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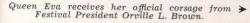
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Daffodil Queen and attendants, left to right: Dolores Prill; Marian Garrett, Queen Eva Beat-tie; Marilyn Sutherland; Marilyn Mallot.





Puyallup Valley Daffodil Festival

The evergreen-covered hills lining the narrow winding Puyallup Valley in the Puget Sound country near Tacoma, Washington, look down on the narcissus bulb raising center of the United States. More than 1,000 acres of golden daffodils burst into bloom here in April, attracting visitors from all over the Pacific Northwest.

Heralding the arrival of springtime and at the same time calling attention to the fact that Puyallup Valley bulbs are of superior size than imported bulbs, is the annual Puyallup Valley Daffodil Festival. scheduled to be held April 4 through 6, this year.

Highlight of the three-day event is the 70-float parade, April 5, through Tacoma, Sumner and Puyallup. Bands, marching units, drum corps and posses add color. with college organizations providing comic entries.

Festival time opens with a daffodil flower show in Tacoma where professional growers and amateurs exhibit their choicest blooms. Garden clubs add dish gardens and mantle arrangements. The floor of the show is carpeted with beds of narcissus, tulips and hyacinths, forming a spring garden scene for the coronation of the festival queen.

Queen of the 1952 festival is Eva Beattie, blue-eyed honey blonde senior from Sumner high school. Her princesses are Janet Miller of Puyallup and Myrtle Troseth of Ta-

(Continued on page 6)

Five

Bereavement



Mr. Manion

Ira E. Manion, general manager of Great Northern Railway lines west of Williston, North Dakota, passed away in Seattle, February 15.

Born in Cuba, Kansas, Mr. Manion began his railroad career on the Rock Island Lines. He came to Saint Paul in 1909 to work for the Northern Pacific, and in 1912 became a dispatcher for Great Northern in Kelly Lake, Minnesota.

Advancements in the railway's operating department took Mr. Manion to promotions in Minnesota, North Dakota, Montana and Washington. He was division superintendent in Willmar, Minnesota, Great Falls, Montana, and Spokane, Washington and became general manager in 1943. Mr. Manion was also a vice president of the Pacific Coast Railroad, a Great Northern subsidiary.

Railroad Hour

An attractive booklet containing pictures and biographical sketches of the talented singers and musicians who entertain you and your family on the Railroad Hour over NBC radio every Monday evening is available by writing to the Association of American Railroads, Transportation Building, Washington 6, D. C. More than 165,000 listeners have asked for and received copies of the booklet.

Gordon MacRae, popular singing star of the program and members of his family are featured. Many famous guest stars are pictured and listeners are made acquainted with arranger and director of music Carmen Dragon, choral director Norman Luboff, announcer Marvin Miller, script writers and others connected with bringing the popular program to the listener.

The booklet also includes a list of radio stations which carry the Railroad Hour, a list of the railroads which sponsor the programs, and brief descriptions of many of the shows which have been presented weekly since its inception in 1948.

Railroad Hour broadcasts scheduled to be presented during March include "The Cat and the Fiddle" with Dorothy Kirsten, March 10; "Sari" with Margaret Truman, March 17; "Kiss Me Kate" with Patrice Munsel, March 24; "Rosalinda" with Blanche Thebom, March 31.

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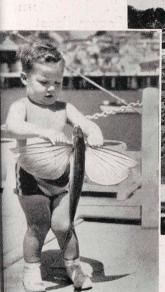
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PUYALLUP DAFFODIL FESTIVAL

(Continued from page 5) coma. Attendants from Tacoma, Puyallup, Sumner and Orting will participate in the coronation and the three-hour long parade.

Festival wind-up is a yacht parade in Commencement Bay near Tacoma featuring sailboat races and a marine version of the daffodil parade. Cruisers and rowboats alike are decorated with sprightly vellow blossoms.



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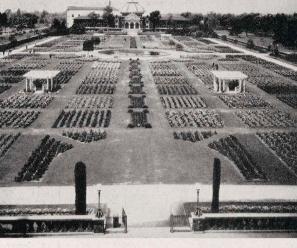
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★ The famous Sunken Garden in Exposition Park, Los Angeles, where 150 different varieties of roses grow, each in its own group or square.

← Catalina's flying fish are the world's largest with a "wingspread" of up to 24 inches.

Roses and Flying Fish

Massed blossoming of one of America's finest rose gardens, containing 15,000 rose bushes, is one of the treats in store for spring visitors to Southern California.

Peak blossoming comes in April to the famous Sunken Garden in Exposition Park in Los Angeles, near the Memorial Coliseum. Visitors may walk between masses of red, pink, yellow and white roses, every color and kind of rose—150 different varieties, each in its own group or square.

The garden is famous among rosarians, and it has become a tradition with them to donate a bush of each new rose variety to bloom in the great garden the first year of its introduction.

In nearby Pasadena, scene of the annual Tournament of Roses on January 1, roses fill the patio gardens and line the walkways. The best blossoms of many varieties are exhibited in April at the annual show of the Pacific Rose Society, during which new varieties are often introduced.

In April, flying fish return to the waters off Santa Catalina Island after a few months' absence, and the islanders and vacationists greet them with a colorful night festival on Avalon Bay.

Catalina's flying fish are the world's largest, with a "wingspread" of up to 24 inches. The fish are colored a delicate marine blue, with beautifully iridescent "wings", which are actually oversize fins. When startled, the fish swims rapidly, leaps from the water and skims on its wing-fins for as long as 300 feet.

(Continued on page 8)

Seven



ROSES AND FLYING FISH (Continued from page 7)

When airborne, they are poor pilots, and sometimes they land on small craft, or even crash onto the shore.

During the annual Flying Fish Festival held in May, greeting flares are lighted at the entrance of famed Avalon Bay. Chimes sound from a bell tower high on the hillside overlooking Avalon town. A water parade of illuminated boats sets out across the bay, with the lead boat carrying a 40,000,000 candlepower searchlight. As the light sweeps the water, startled flying fish soar into the air in swarms.

California bound vacationists from the East and Midwest may, at little or no additional round-trip rail fare, travel in one direction to or from many California points via Great Northern through the Pacific Northwest. The railway's two streamliners, Empire Builder and Western Star, connect at Portland and Seattle with streamliners to and from California.

GN's Streamlined Western Star Now Serves Great Falls, Montana

Daily streamliner service to and from Great Falls, Montana, both eastbound and westbound was inaugurated by Great Northern Railway on February 26. For the first time in its history, Montana's largest city is now served daily by the railway's streamlined Western Star. Previously Great Falls was served through connecting trains meeting the westbound and eastbound Western Star at Havre or Shelby.

Under the new routing, the Western Star travels between Havre and Shelby via Great Falls rather than directly between Havre and Shelby. Otherwise the train's route between Chicago and the Pacific Northwest is unchanged.

Running time between the Twin Cities and Seattle-Portland has been lengthened by 25 minutes westbound and 35 minutes eastbound, but arrival and departure times at Chicago, Seattle and Portland are unchanged.

A progressive, modern city, Great Falls is one of the most historic sites in Montana, and the gateway to primitive mountain areas, fishing, hunting and dude ranch areas popular among vacationists. It is named for the "Great Falls of the Missouri". discovered and named by Lewis and Clark in 1805. The explorers in the diaries also described the "Giant Springs", now the center of a picturesque state park and fish hatchery a few miles from the city. The springs discharge almost 400,000,000 gallons of water every 24 hours, but the source has never been ascertained.

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Great Falls is also noted for its fine collection of paintings by Charles M. Russell, the cowboy artist who lived there from 1897 until his death (Continued on page 18)

Eight



Alexandria Kiwanis delegation places bouquets aboard the streamlined Red River. Shown left to right are: GN agent G. W. Carlson; conductor S. G. Morehouse; waiter Morris Gibbs; Clifford Rykken; Ed Fluegel; Dr. Edwin J. Tanquist; Lew Denstedt; A. P. Hustad. Photo By Park Region Echo.

30th Anniversary Celebration

Appreciation was expressed by the Kiwanis Club of Alexandria, Minnesota, to the Great Northern Railway and its streamlined Red River recently in connection with the organization's thirtieth anniversary celebration. A committee of local Kiwanians met the streamliner upon its arrival in Alexandria and placed several bouquets of flowers in the coffee shop and lounge car as a token of their appreciation for the streamliner service serving their community.

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One of the highlights of the anniversary celebration was the presentation of two awards to Great Northern's local agent, G. W. (Bill)

Carlson, one as a charter member of the Alexandria Kiwanis Club and the other for perfect attendance for the past ten years.

The principal celebration address was delivered by Harold Schoelkopf. editor of the Saint Cloud, Minnesota, Times, in which he lauded the Kiwanians for their sponsorship of the replica of the controversial Kensington Runestone recently unveiled in Alexandria.

The streamlined Red River, which makes a daily round trip between Grand Forks, North Dakota, and the Twin Cities of Minneapolis and Saint Paul, began service in June

Nine





Gigantic Grand Coulee Dam, key structure of the Columbia Basin Project.

Columbia Bash



Water flows from the main canal through control gates to lateral canals, thence to fields.



Sagebrush is removed by dragging, and at the stime subsoil is broken up so water can penetral



a dozen 12-foot discharge pipes ich carry water 280 feet out of the Columbia River.



Water Festival HE GRAND COULEE

Concurrent with the initial delivery of water pumped 280 feet out of the Columbia River at Grand Coulee Dam to irrigate the nation's largest reclamation project, the Central Washington area which will benefit, will stage an 11-day celebration May 22 through June 1, 1952.

Pioneers have waited almost 50 years to see the irrigation of this potentially rich but semi-arid region, and the bringing of water to this huge area is an event of national importance. Economically, it will

(Continued on page 12)



Experimentally watered plots have produced bumper crops, including



Developmental farm at Moses Lake, Wash., has produced bountiful yields of a wide variety of crops.

California Club Election



Left to right: James J. Mulpeters; Boyd B. Madison; Carl B. Bergantz; J. P. Walton; Dan B. Schultz.

Officers named to head the Northern California Passenger Association for the current year are: Carl B. Bergantz, SP, president; Boyd B. Madison, TWA, first vice president; J. P. Walton, SF, second vice president; James J. Mulpeters, Gray Line, third vice president; Dan B. Schultz, GN, secretary-treasurer.

Traffic Club Stag

Dr. Ruben K. Youngdahl, pastor of Mount Olivet Lutheran Church, Minneapolis, Minnesota, will be the principal speaker at the 12th Annual Fargo-Moorhead Traffic Club Stag to be held at the Gardner Hotel in Fargo, North Dakota, March 20.

Dr. Youngdahl has just returned from a seven-week round the world tour. The tour and the figures of international importance with whom he visited will constitute his topic.

Other guests will include Rabbi Swartzchild, pastor of Temple Beth El, Fargo, and Rev. Hendrickson, Director of the Catholic Welfare Bureau of the Fargo Diocese. COLUMBIA BASIN

(Continued from page 11) have the effect of adding a new state to the Union.

Ultimate irrigable acreage of the area totals 1,029,000. This is the equivalent of four-fifths the size of the state of Delaware. Water will be available for approximately 80,000 acres in 1952. An additional 70,000 acres will receive water each year for the seven years following 1952, at the end of which time about one-half of the total project area will have water available.

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Columbia Basin Project irrigable lands are divided into farm units each large enough to support an average-sized family at a suitable level of living. The size of each unit varies from 10 to 160 acres, depending upon suitability of soil and topography. Because of the tremendous number of applications for farms, it is necessary to hold land drawings to determine the order in which applicants are examined for their eligibility. Capsules containing the name of each applicant in the first priority group which consists of war veterans, are placed in a fish bowl and are withdrawn one at a time and recorded in order.

The program of the Columbia Basin Water Festival will be made up of a number of events at different locations. At Pasco, the Tri-City Aqua-Rama, a pageant of water floats depicting events from the ice age to the present atomic age, will be held May 22 through 25.

A great White Elephant Sale, treasure hunt, pioneer parade, western music festival, and the town's traditional jackrabbit races will be held at Quincy, Washington, May 26.

Soap Lake will stage the giant "Cavalcade of the Grand Coulee" at a lakeside setting with a cast of 700 persons, May 27 through June 1. The cavalcade will tell the story of the Grand Coulee and of water.

(Continued on page 14)

Twelve

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



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One bitter winter morning a farmer driving to town noticed his neighbor out chopping wood. Nothing strange about that except that the neighbor was clad only in a long flannel night shirt.

"Seth!" called the farmer, "what in blue blazes are you chopping wood in your night shirt fer?"

wood in your night shirt fer?"
"Well," Seth replied, "I allus have
dressed beside a fire in the mawnin'
and, by golly, I ain't going to stop
now!"

Urged

Country Lass: "I've been asked to be married several times."

Boy Friend: "And who asked you, Daisy?"

Lass: "Mom and Dad."

His Version

Mom: "You mustn't pull the cat's tail, son."

Sonny: "I'm only holding it, Mom. The cat is pulling."

Good Advice

The night watchman heard strange noises in one of the darkened front offices. Deciding to investigate, he approached the room and called, "Who's there? Come out with your hands raised so I can see who you is. If you don't I'll come in and see who you was."

Involved

Lady of the house: "You know, I think my husband is having an affair with his stenographer."

Maid: "I don't believe it. You're just trying to make me jealous."

Half Mast

McGregor: "What's the idea of a band of mourning on your left leg, Jock?"

Jock: "Me mither has passed away."

McGregor: "But why on your leginstead of your sleeve?"

Jock: "She was me stepmither."

Youth

A seasick couple lay stretched out in deck chairs, somewhere between life and death. Meanwhile, their young son became more rowdy by the minute. Finally, the mother mustered voice enough to say: "John, I wish you would speak to Wilkie."

The father, unable to lift his head, said feebly: "Hello, Willie."

Indiscreet

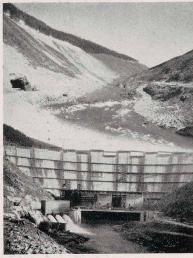
"Had tough luck in court this morning."

"How come?"

"I was fined five dollars for kissing a woman. Then the judge saw her and fined me ten more for being drunk."

Thirteen

Hungry Horse Dam



Hungry Horse Dam at the end of the 1951 construction season.

In the three years of construction progress at Hungry Horse Dam on the South Fork of the Flathead River in Northwestern Montana, 1,000,000 cubic yards of rock have been excavated from the river channel and canyon walls, and approximately 2,386,000 cubic yards of concrete have been poured. At the end of the 1951 construction season, the huge multiple-purpose dam towered 434 feet above bedrock.

The 1952 schedule calls for placement of 700,000 yards of concrete to complete the dam to a height of 564 feet. Energization of the first generator is expected in October, 1952.

When completed, Hungry Horse Dam will be the third highest and fourth largest concrete dam in the world. It is an arch-gravity type of structure, depending upon weight and the support of its abutments to resist the pressure of the water.

COLUMBIA BASIN

(Continued from page 12)

Ephrata will be the scene of the "Little World's Fair", a trade fair featuring exhibits of the Pacific Northwest, May 28 through June 1.

Also on June 1, interdenominational church services will be held at Soap Lake. The Washington and Northern Idaho Council of Churches have appointed a group to assist in preparation for an attendance of at least 20,000 persons.

Probably the event which will attract the most attention and interest is the "Farm-in-a-Day" project. This consists of the transformation, in a single 24-hour period, of an 80-acre piece of sagebrush land near Moses Lake, into a completely developed irrigated farm, with an attractive three-bedroom modern house erected and fully furnished, farm buildings constructed, land cleared and crops planted, farm machinery, livestock and other equipment and supplies delivered.

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The farm, worth \$50,000 complete with equipment, will be given away free to the veteran of World War II or the Korean war who is adjudged most worthy, in recognition of the contributions the servicemen of America have made. The awarding of the farm to this most worthy veteran, who must have a farming background, involves a search being conducted by the Veterans of Foreign Wars through every post in the United States, Alaska, Hawaii and the Canal Zone.

All equipment, material and supplies for the farm is being donated, and not a cent of taxpayers' money will be spent in transforming the farm into its fully developed state. Other expenses incurred during the festival will be paid through receipts from the water pageant and the historical spectacle, through sale of souvenir booklets, licenses to concessionaires, and other sources.

Fourteen



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Jerrow Hooker



Minton



Shapleigh



Rasmussen



Oviatt

GN Operating Department Changes

Changes involving eight Great Northern operating officials are announced by Ira G. Pool, the railway's operating vice president.

Thomas A. Jerrow of Duluth, Minnesota, has been appointed general manager of lines West of Williston, North Dakota, with headquarters in Seattle.

C. O. Hooker of Superior, Wisconsin, superintendent of Great Northern's Mesabi division, succeeds Mr. Jerrow as general manager of lines East.

Walter R. Minton of Whitefish, Montana, superintendent of the Kalispell division, succeeds Mr. Hooker in Superior.

Henry M. Shapleigh of Great Falls, Montana, superintendent of the Butte division, succeeds Mr. Minton in Whitefish.

Superintendent of the Klamath division, Charles M. Rasmussen, succeeds Mr. Shapleigh as superintendent of the Butte division.

Eugene F. Oviatt, trainmaster in Willmar, Minnesota, moves to Klamath Falls, Oregon, as superintendent of the Klamath division.

John H. Boyd, trainmaster in Saint Cloud, Minnesota, succeeds Mr. Oviatt in Willmar.

William T. Sloan, assistant trainmaster in Grand Forks, North Dakota, succeeds Mr. Boyd as trainmaster in Saint Cloud. Mr. Jerrow, with Great Northern since 1924, succeeds Ira E. Manion of Seattle as general manager of lines West. Mr. Manion died February 15.

A Montanan, Mr. Jerrow was a trainmaster in Iowa, Minnesota and Washington before entering the Military Railway Service in 1942. In 1945 he became superintendent of the Klamath division and two years later was transferred to Grand Forks, North Dakota as superintendent of the Dakota division. He was advanced to general manager in Duluth in May, 1951.

Entering Great Northern service in 1909 as a brakeman, Mr. Hooker is a World War I veteran. He became a trainmaster in 1924 and in 1942 was named superintendent of the Kalispell division, in Whitefish, Montana. The following year he became superintendent of the Dakota division, and in 1944, superintendent of the Mesabi division in Superior, Wisconsin.

A native of Spring Valley, Minnesota, Mr. Minton came to Great Northern in 1911 as a telegrapher. After military service in World War I, he became a trainmaster in Montana, continuing in that capacity until July 1943 when he was promoted to superintendent in Klamath Falls. Mr. Minton has been superintendent in Whitefish since 1945.

(Continued on page 16)

Fifteen

Passenger Club Elections







Ruano

Palma

Roberts

The Seattle, Washington, Passenger Club has named Frank Ruano, travel representative, American Express Co., as its president for 1952. Also named officers are John Money, PR, UP, vice president; Bob Graham, PR, GN, secretary; Jack Foerster, PR, CMStP&P, treasurer.

At the annual luncheon meeting of the General Eastern Passenger Agents' Association of New York City, held recently at the Waldorf Astoria Hotel, the following officers were elected for 1952:

President, George Palma, GEPA, SL&SF; vice president, A. E. Spette, AGPA, NYNH&H; treasurer, M. R. Kielgas, GEPA, C&NW; secretary, W. F. Vitt, GAPD, MP; assistant secretary, T. J. Glancy, GAPD, CRI&P.

Newly elected officers of the Philadelphia, Pennsylvania, Passenger Association, are: R. L. Roberts, MP, president; J. A. Barrett, Wabash, and C. W. Meinsen, CB&Q, vice presidents; T. F. Stefanski, PRR, secretary; T. J. Manning, B&O, treasurer; J. C. Dolan, NP, historian. Directors are: A. E. Rohmer, GN; R. E. Dunn, PRR; M. H. Eckardt, PRR; E. F. Wiker, PRR; F. B. Fowler, PRR; E. B. Saltmer, B&O; W. P. Cox, B&O; J. L. Anderson, SF; J. J. Collins, CB&Q; W. W. Greene, C&NW; T. E. Greenwood, American Express; W. M. McCullough, SR.

Newly elected officers of the City Passenger Agents Association of Saint Louis, Missouri, are: Pete Howard, PRR, president; Ed Nealis, American Buslines, vice president; Rudy Rector, Greyhound, secretary; Maurice Mulroney, CP, treasurer.

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GN OPERATING OFFICIALS

(Continued from page 15)

Born in Moorhead, Minnesota, Mr. Shapleigh entered railway work there in 1919. From 1924 through August 1931 he was identified with GN's maintenance of way department. Mr. Shapleigh became a trainmaster in 1934, and superintendent in Klamath Falls in 1942. He has been superintendent of the Butte division since 1943.

Superintendent of the Klamath division since May, 1951, Mr. Rasmussen has been with Great Northern since 1924. A native of Morris, Minnesota, he worked in the railway's maintenance of way department until he became a trainmaster in Montana in 1945. Mr. Rasmussen was a trainmaster at Kelly Lake, Minnesota, before his advancement to a division superintendent.

Mr. Oviatt, newly appointed superintendent of the Klamath division, has been in Great Northern service since 1938. Born in Bristol, Connecticut, and a graduate of Yale University, Mr. Oviatt was a major in the Military Railway Service in World War II. Returning to GN in 1946, he was trainmaster in Great Falls before going to Willmar in 1950.

Mr. Boyd, a native of Saint Paul, began work for Great Northern in 1937 in Spokane. He became trainmaster in Saint Cloud in 1945.

Mr. Sloan began railway service in Spokane, his home city, in 1935. He entered the Army in 1943 and was discharged as a lieutenant. In 1951 he became assistant trainmaster in Grand Forks.

Sixteen

Fortieth Anniversary

Over a million and a half Girl Scouts in the United States are this year observing the 40th Anniversary of the founding of their organization.

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Forty years have seen many changes. The once-blue uniforms are now wood-green, hem lines have fluctuated according to the dictates of fashion, the organization has consistently grown and expanded, but the aims remain the same. The building of good citizens for democracy, the development of healthy bodies, alert minds and a spirit of friendly cooperation are, as they were then, the motivating factors of Girl Scouting.

Responsibilities in the field of public service continue to grow. Cooperation with Civil Defense plans to provide skilled workers and training of Scouts in home defense fundamentals and the organization of emergency squads is an important part of the organization's work in 1952.

Without regard for race, creed or nationality background, Girl Scouting is open to all girls between seven and seventeen who subscribe to the ethical code of its promises and laws. There are approximately 260 troops in institutions for the physically and mentally handicapped.

Despite the expansion of the organization's program, only nine out of every hundred girls of Scout age are members. Thousands of others who would like to belong are still on waiting lists.

New troops must be organized by competent, service-minded volunteers. The procurement of qualified professional workers to guide the establishment of new units and assist in the manning of those already in existence is an immediate and urgent problem.

Baltimore Club Election



W. Emmett Greeley (left) retiring president, Baltimore Passenger Association and F. R. Wiggins, Jr., newly-elected president.

F. R. Wiggins, Jr. district passenger agent, Seaboard Air Line Railroad has been elected president of the Baltimore, Maryland, Passenger Association. L. C. Bass, B&O, has been named first vice president; B. A. J. Howard, PRR, second vice president; B. S. Bremer, PRR, secretary; J. D. Carroll, B&O, treasurer.

The executive committee is composed of W. E. Greeley, Monumental Motor Tours; J. W. Sivertsen, UAL; A. W. Best, Sr., B&O; J. O. Schrodetzke, WM; G. E. C. Garrett, PRR; J. B. Cunningham, CMStP&P; H. W. Chamberlin, CB&Q.

Precaution

New regulations prohibiting the feeding, touching, teasing or molesting of any bear, deer, moose, mountain goat, buffalo (bison), bighorn (mountain sheep), elk or antelope have been put into effect in all national parks. Previously the limitations now applied to other large wild animals applied only to bears.

Seventeen

Transportation Club Officers



Mr. Erickson

G. A. Erickson, traffic manager for the Jacob Schmidt Brewing Company was recently elected president of the Transportation Club of Saint Paul, Minnesota. Vern G. Russell, past president, becomes chair-

man of the executive committee.

Other club officers are D. W. Quick, AGFA, CGW, vice president; C. F. Paulson, Office Manager, Bethlehem Steel Co., second vice president; J. R. Teasdale, DFA, NYC,

secretary.

E. W. Kuhn, Traffic Manager, Amber Mill Division, Farmers Union Grain Terminal Association, and Milton Rosen, president, Milton Rosen Tire Co. and Saint Paul Commissioner of Public Works, were elected to the executive committee as industrial representatives, and J. B. Gallagher, Solicitor, Glendenning Motorways, as a transportation member. Other members of the executive committee are Q. J. Noonan, Service Supervisor of Traffic, Minnesota Mining & Manufacturing Co.; C. E. Perkins, CF&PA, AT&SF, and L. A. Savoie, Manager, National Carloading Corp.

Rail Institute

The Sixth Rail Transportation Institute, now in session at the American University, Washington, D. C., is sponsored by the University with the cooperation of the Association of American Railroads, to help meet the needs of present and prospective junior executives in their specific fields.

Directed by Professor L. M. Homberger, the course presents a broad picture of the vital issues in rail and in general transportation and is designed to give the student working in the narrow field of an individual department, an over-all view of the industry.

The 4-week program which terminates March 28, includes discussions and lectures on current railway problems in the fields of organization, personnel, public relations, operation, traffic, law, finance, economics, maintenance of way and equipment, new technical developments, and current problems of other modes of transportation.

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GREAT FALLS SERVICE

(Continued from page 8)

in 1926. The Russell Memorial Museum, housed in Russell's log cabin studio, contains many relics of his cowboy days and of the old West which he portrayed so vividly. Reproductions in full color of several of Russell's paintings are mounted in observation-lounge cars on the Western Star.

GN Montana Motor Bus Service

The schedule of Great Northern Railway motor bus-van service between Kalispell and Whitefish, Montana, for passengers holding rail tickets to or from points beyond

Lv. Kalispell 5:50 ÅM 10:30 AM
Ar. Whitefish 6:20 AM 11:00 AM
Lv. Whitefish 6:40 AM 11:30 AM
Ar. Kalispell 7:10 AM 12:01 PM

Whitefish, has been revised to afford more convenient connections with Great Northern main line trains at Whitefish as follows:

1:50	PM	4:05	PM	5:30	PM
2:20	PM	4:35	PM	6:00	PM
3:25	PM	4:55	PM	6:15	PM
3:55	PM	5:25	PM	6:45	PM

Eighteen

Glanings Members of the Veterans' Associa-

tion of the Great Northern Railway reported deceased during February, 1952, are: Harry E. Campfield, conductor, Minneapolis, Minn.; Antonio Ciavarelli, crossing watchman, Seattle, Wash.; Adolph Gallow, switch foreman, Willmar, Minn.; Fred C. Lindt. shop superintendent, Cloud, Minn.; Michael J. Malone. engineer, Longview, Wash.; Ira E. Manion, general manager, Seattle, Wash.; Frank R. Newman, vice president of traffic, Minneapolis, Minn.; Martin Peterson, engineer, Sioux City, Iowa, Andrew Smith, agent, Alamo, N. D.; Frank J. Winne, telegraph operator, Minneapolis, Minn.

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Members reported pensioned during February, 1952, are: Homer Allbright, sheet metal worker, St. Paul, Minn.; Warren A. Ellis, car inspector, Minneapolis Junction, Minn.; Thomas Gill, machinist helper, Hillyard, Wash.; Sivert A. Johnson, conductor, Grand Forks, N. D.; Patrick H. Kielty, conductor, Willmar, Minn.; Carl M. Mickelson, general clerk, Fargo, N. D.; Leo Ponsonby, locomotive engineer, Minneapolis Junction, Minn.; Arthur Sheridan, traveling engineer, Minot, N. D.; Robert F. Spears, conductor, Whitefish, Mont.; Edward K. Van Dyke, relay telegrapher, Willmar, Minn.; William L. Weden, agent, Costa Mesa, Calif.

James G. Lyne, of New York City, president of the Simmons-Boardman Publishing Corporation and editor of Railway Age, has been named chairman of the organizing committee of the Eighth Pan American Railway Congress to be held in the United States in the summer of 1953.

In tribute to the contributions made by America's Sunday Schools to our way of life, the nation will observe the 8th annual Sunday School Week, April 14 through 20.

C. O. Sundberg has been appointed Great Northern Railway assistant freight claim agent with headquarters at Saint Paul, Minnesota.

The first reunion of the 732nd Railway Operating Battalion, sponsored by Great Northern Railway in World War II, will be held at the Congress Hotel, Chicago, April 26-27. Further information can be obtained from John C. Danos, 1216 E. 53rd St., Chicago, Ill.

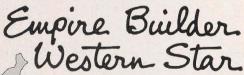
Bureau of Reclamation planning offices in Walla Walla, Washington, and Kalispell, Montana, have been consolidated into a single office in the Haskins Building, Spokane, Wash.

Nineteen



Comforts Great Northern When You Go Great Northern

Both trains connect in Portland and Seattle with streamliners to and from California





STREAMLINERS DAILY BETWEEN MINNEAPOLIS AND SEATTLE-PORTLAND VIA SPOKANE

Route of the Western Star Now is Via Great Falls, Montana

Form 6009 3-52

Printed in U.S.A.

The Great Morthern GOAT
APRIL 1952



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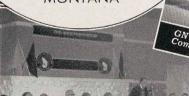
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GN's Montana traffic chief, J. J. Heimes (left) P. G. Holmes, P.T.M.; C. E. Finley traffic V.P.; C. W. Moore, executive assistant



Partial view of audience at Chamber of Commerce dinner in Great Falls' Meadowlark Country Club, during Mr. Budd's address.



Great Falls Tribune Photos.

Great Falls Welcomes GN Streamliner Service

Headed by president John M. Budd, officials and key men of Great Northern Railway joined with civic groups and residents of Great Falls. Montana, in celebrating the start of streamlined Western Star main line passenger service to the city on

February 26.

Great Northern Day in Great Falls began officially with brief ceremonies upon the arrival of the first westbound Western Star in the morning. Engineer John Peterson and conductor Tom Kleiv, both residents of Great Falls, who headed the crew bringing in the first streamliner were presented with souvenir scrolls commemorating the start of daily main line service, by R. F. Kitchingman, manager of the Great Falls Chamber of Commerce.

Principal inaugural ceremonies of the new streamliner service took place the same night upon the arrival of the first eastbound Western Star. Over 2,000 persons were present at the Great Northern station when the streamliner arrived. The city's municipal band presented a concert and Lloyd M. Croxford, president of the Chamber of Commerce, led the crowd in community singing. Souvenir scrolls were given to engineer George Wolff of Great Falls, and conductor Fred Gregory of Whitefish by Mayor James Austin.

Earlier in the evening, prior to the arrival of the first eastbound Western Star, a dinner in honor of Mr. Budd was given at the Meadowlark Country Club. Mr. Budd delivered the principal address of the evening to which Alexander Warden, publisher of the Great Falls Tribune-Leader, responded. Mr. Croxford acted as master of ceremonies and introduced more than 30 Great Northern officials including C. E. Finley, traffic vice president; Ira G. Pool, operations vice president;

une Phol

Charles W. Moore, executive assistant; P. G. Holmes, passenger traffic manager; Howard V. Rhedin, assistant general solicitor, all of Saint Paul; Donald Taylor, assistant general manager of lines west. Seattle. and Charles M. Rasmussen, superintendent of the Butte Division, Great Falls.

Dinner guests included many from the towns of Dutton, Conrad, Fort Benton and Big Sandy, other Montana communities which, with the rerouting of the Western Star through Great Falls, now enjoy daily mainline transcontinental rail service for the first time.

Under the new routing the Western Star travels via Great Falls between Havre and Shelby, rather than directly between these two points as does the Empire Builder. Total elapsed time between the Chicago and Seattle-Portland terminals is unchanged, as are leaving and arrival times at these terminals. Running time between the Twin Cities of Saint Paul and Minneapolis Seattle-Portland has lengthened by 25 minutes westbound and 35 minutes eastbound. The westbound Western Star, train number 3, now leaves Chicago at 11:15 PM, Saint Paul 8:45 AM, Minneapolis 9:15 AM, arriving Great Falls 7:50 AM, arriving Spokane 9:30 PM, arriving Seattle-Portland 7:30 AM. Train number 4, the eastbound Western Star now leaves Portland 9:15 PM, leaves Seattle 10:15 PM, leaves Spokane 7:20 AM, arriving Great Falls 9:20 PM, arriving Minneapolis 9:55 PM, Saint Paul 10:30 PM and Chicago 8:00 AM.

Great Falls, the largest city in the State of Montana, has a population of approximately 40,000, and is primarily an industrial city, depending, however, on agriculture, livestock

(Continued on page 10)

Three

The Great Northern



VOL. 22

April, 1952

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 J. M. HAGEN, Assistant Editor

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

The Goat's Cover



Easter Parade

Ain't she sweet Comin' down the street ...

Four

Easter Lore

As a time for feasting and celebration, Easter goes far back into antiquity. Many believe it was started by the first celebration of the vernal equinox, which was the advent of spring and the original New Year's Day.

It is remarkable how ancient peoples, far removed from one another, chose the egg as a symbol of the beginning of life. The Gauls, Persians, Greeks, Romans and Jews are but a few of those who believed that the egg held the secret to the mystery of life. The Persians observed the new year with a Feast of Eggs, and the Jews used colored eggs in celebrating their Passover, which is held on the first full moon of spring.

The egg was regarded by the early Christians as a prison tomb from which new life escaped. To symbolize Easter, eggs were colored red to denote the blood of Christ.

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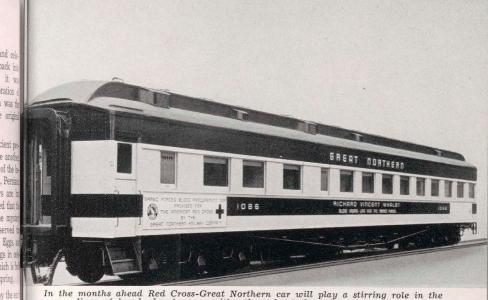
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Even our present day Easter rabbit is a survivor of ancient custom. In Egypt, because hares were born with their eyes open, they were held sacred to the "open-eyed" moon. As Easter of the ancient New Year was associated with the moon's orbit, the hare became a natural symbol. In Norse mythology, the hare was sacred to Eostre, goddess of life and spring. It was from this goddess that Easter got its name. The idea of hares laying Easter eggs is believed to be a later German innovation.

In America, the hare became a rabbit or Easter bunny, an error for which the candy manufacturers were probably responsible.



In the months ahead Red Cross-Great Northern car will play a stirring role in the lives of hundreds of communities throughout the railway's territory.

Great Northern Blood Procurement Car

As a public service, Great Northern Railway has provided the American National Red Cross a special car for collection of blood for our country's Armed Forces.

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The Red Cross-Great Northern blood procurement car, named in memory of Private First Class Richard Vincent Whalen, first employe of the railway to give his life in Korea, was put into service on April 2 for as long as America's fighting men need lifesaving blood.

The Richard Vincent Whalen has been provided and will be operated by Great Northern without cost to the Red Cross, which will staff the "blood center on rails" in its extensive tour of communities throughout the railway's territory.

Operation of the car will give thousands of citizens their first op-

portunity to give blood for the Armed Forces, and will be directed and supervised only by the Red Cross. Although the Red Cross plans to utilize the car throughout Great Northern's 8300-mile system, first operations will be in Minnesota and the Dakotas.

The Red Cross has advised Great Northern that the blood procurement car cannot be scheduled for every city and town on the railway. Delivery of blood to processing laboratories in the shortest possible time after collection is vital to its utilization by the Armed Forces, so the Red Cross will operate the procurement car only where connections can be made daily with Great Northern trains to speed the refrigerated whole blood to laboratories in the East.

(Continued on page 6)

Five

Perfect Shipping Month



Perfect Shipping Pays Off.

April, 1952, marks the 16th annual observance of Perfect Shipping and Handling Month, sponsored by the National Association of Shippers Advisory Boards with the cooperation of the Freight Claim Division of the Association of American Railroads.

Perfect Shipping Month is a concerted effort to reduce the yeararound toll of damage caused by carelessness, rough handling, improper packaging and crating, and other bad shipping practices.

The 13 regional Shippers Advisory Boards and the National Association of these boards, will emphasize during April, the importance of safe packaging, correct and complete addressing, and safe loading and bracing of shipments.

For railroads, safe handling is the watchword. This year's campaign is laying particular stress on the speed at which cars are coupled, as high impact speed is one of the principal hazards when it comes to causing damage in switching.

Grand Coulee Tours

Comprehensive daily sightseeing tours from Spokane, Washington, to Grand Coulee Dam, approximately 90 miles distant, have been scheduled by Okanogan Valley Bus Lines, June 15 through September 15.

Motor coach leaves Spokane 11:45 AM stopping first at the Vista House. then to the power house where passengers may see the huge generators at work. Included is an extended tour of some 20 miles around the area viewing Lake Roosevelt, the 151-mile reservoir of Grand Coulee Dam, pumping plant, equalizing reservoir, power switch yards, and across the top of the dam when security regulations permit. Bus returns to Spokane at 7:45 PM. Cost per person including tax is \$8.22. with special rates for groups. Daily all-year service is provided to the Vista House only.

BLOOD PROCUREMENT CAR (Continued from page 5)

The Red Cross will work through its local chapters in mobilization of donors and enlistment of voluntary services of physicians and other personnel. Local newspapers, always dependable allies of the Red Cross, will do their part in achieving the most effective use of the Richard Vincent Whalen. And, so will Great Northern people wherever the Red Cross sends the car.

Eight times more blood is needed than now is being received by the Red Cross. Blood means life to the Armed Forces, and the Red Cross-Great Northern car is dedicated to increasing the flow of it to fighting Americans. at S

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Passenger train service on the Goldendale Branch of the SP&S Railway to Wrights, Pitt, Kilckitat, Wahkiakus, Warwick, Centerville and Goldendale, all in Washington, has been discontinued.



President Harry S. Truman chats with GN's Harold Neiswender, "Railroad Man of the Year". Wide World Photos, Inc.

GN Ticket Agent Named "Railroad Man of the Year"

Harold Neiswender, Great Northern Railway night depot ticket agent at Spokane, Washington, was received in the White House by President Harry S. Truman as winner of the Federation for Railway Progress "Railroad Man of the Year" award. Presentation of a gold medal and a \$100 United States Defense Bond was made recently by the sponsor in Washington, D. C. Previously, Mr. Neiswender had been chosen the December winner of the Federation's monthly award.

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Candidates for the award, which is made for outstanding courtesy and service, are nominated by the public. Mr. Neiswender's name was presented by many Spokane citizens.

Two years ago, Mr. Neiswender, during his spare time, began to interest school children in railroads in general and the Great Northern in particular. He has talked to scores of school classes on railroad operations and has taken some 4,000 children on train rides and tours of the Great Northern station in Spokane and the railway's roundhouse and shops at Hillyard, acquainting them with elementary facts about railroad activities. The Spokane public school system has endorsed his work en-

(Continued on page 8)

Seven

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Signs of Spring



Anita Gregory with twin Columbia lambs from the NDAC flock.

Because E. M. Gregory, Great Northern Railway agricultural agent at Fargo, North Dakota, is also a breeder of registered Columbia sheep, it was only natural for his daughter, Miss Anita Gregory, an office secretary at North Dakota Agricultural College, to be asked to pose with a pair of Columbia twin lambs belonging to the college flock.

RAILROAD MAN OF THE YEAR

(Continued from page 7)

thusiastically and facilitated his program. He is considered an ex-officio member of the faculty.

A native of Spokane, Neiswender has been with Great Northern since 1936 and has been night ticket agent at the passenger station in Spokane since 1944. His wife is a kindergarten teacher in the Logan School, Spokane. His railroad enthusiasm comes instinctively, for he is the son of a Great Northern locomotive engineer. One brother is a GN clerk, and another, now in the Navy, is a GN telegrapher.

Aboard the Empire Builder

A recent passenger on Great Northern's streamlined Empire Builder en route from Seattle, Washington, to New York City, was Lloyd Walker, winner of first prize in the annual competition between North American hunters.

Some time ago, while in northern British Columbia, Walker bagged a grizzly bear of unusual size. The big fellow's hide measured 10×11 feet, the feet 12×8 inches, and the skull, which is the official measuring point for the records, $16\frac{1}{2} \times 10\frac{1}{2}$ inches.

According to the American Museum of Natural History, Walker's grizzly was the biggest ever recorded, and as a result, he traveled East to receive his trophy and be a guest at the yearly banquet in New York.

The head was placed on exhibition in the New York museum, attesting to the prowess of the Seattle man and to the kind of sport still available in North America's last great wilderness area.

Havre-Shelby Bus Service

Due to the recent rerouting of Great Northern's streamlined Western Star via Great Falls, Montana, the Intermountain Transportation Company will honor rail tickets on their buses between Havre-Shelby and intermediate stations. One bus is operated daily in each direction on the following schedule.

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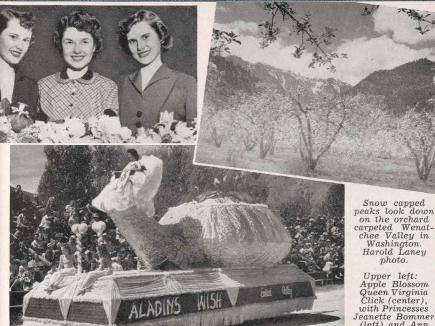
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10:07 AM	Ar HinghamAr	8:44 PM
10:15 AM	Ar RudyardAr	8:36 PM
10:23 AM	Ar InvernessAr	8:27 PM
10:29 AM	Ar JoplinAr	8:21 PM
10:45 AM	Ar ChesterAr	8:02 PM
f	Ar TiberAr	f
f		f
f	Ar GalataAr	f
f	Ar DevonAr	f
f	Ar DunkirkAr	
11:45 AM	Ar ShelbyLv	7:05 PM

Eight



Princesses from 60 Washington and British Columbia communities ride decorated floats in the Grand Parade. Vance Earhart photo.

Jeanette Bommer (left) and Ann Marie Ware. Al Winters photo.

Washington State Apple Blossom Festival

The annual three-day salute to the State of Washington's \$100,000,000 apple industry, the Washington State Apple Blossom Festival, will be held May 1 through 3 at Wenatchee, "Apple Capital of the World".

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The celebration begins on Thursday, May 1, with the beautiful pageantry of the coronation of the Apple Blossom Queen. The Junior Parade, staged by grade school children, Boy Scouts, Camp Fire Girls, 4-H'ers, etc., will be held Friday morning, May 2. A gigantic Appleland Band Revue is presented the evening of the same day and is followed by the gay and festive Queen's Ball.

High point of the three-day celebration is the Grand Parade on Saturday, May 3. More than 50 floats, together with marching bands, drill teams and mounted posse units combine to make this a thrilling spectacle and rank it among the top ten big parades staged annually throughout the nation. Following the Grand Parade, band jamborees and concerts ring down the curtain on the spectacular 1952 Washington state Apple Blossom Festival.

(Continued on page 20)

Nine

Railroad Hour



Baritone Gordon MacRae, singing star of the Railroad Hour.

When baritone Gordon MacRae, singing star of the popular Railroad Hour was a lad in Buffalo and Syracuse, New York, and later in school at Deerfield Academy in Massachusetts, he always took part in musical activities. Because of his fine voice he was generally chosen to play the leading roles in all kinds of productions ranging from Gilbert and Sullivan to Easter pageants. He says now that in addition to the pleasure and spiritual benefit he derived from participating in the religious life of the community, he also received some of his best training in "stage presence" and the "feel" of enacting a part.

The MacRae family, Gordon, his wife Sheila and their three children, are regular churchgoers.

The Railroad Hour, sponsored by the Association of American Railroads, is heard nationwide over NBC radio every Monday evening.

Cancer Crusade

The 1952 Cancer Crusade of the American Cancer Society is asking the American public for \$16,000,000 to push forward programs of research, education and patient services. April is National Cancer Control Month, when the Crusade gets under way.

This year the American Cancer Society hopes to raise enough money in its Cancer Crusade to enlarge its research program and fulfill the hope it offers to humanity.

Contributions may be made to any local unit of the American Cancer Society or may be mailed addressed "Cancer", care of your local post office.

Aboard the Western Star

Approximately 80 International Harvester Company dealers and representatives from the North Dakota area recently traveled on Great Northern's streamlined Western Star from Minot, North Dakota, to a dealers' meeting in Minneapolis, Minnesota. J. M. Callahan, manager, and Fred Bjornson, assistant manager, accompanied the group.

GREAT FALLS WELCOMES GN STREAMLINER SERVICE

(Continued from page 3)

raising, wool producing, mining and the adjacent oil and gas fields. It is rated high as the manufacturing, commercial, financial and jobbing center of the state.

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Its main industries are the enormous copper and zinc refineries and plants for the fabrication of copper wire, flour mills, gas and oil refineries and various manufacturing establishments.

A progressive modern city, Great Falls is the natural gateway to primitive mountain areas, fishing, hunting and dude ranch country popular among vacationers.

Ten



Metropolitan opera star Patrice Munsel relaxes in the observation-lounge of Great Northern's streamlined Empire Builder.

Aboard the Empire Builder

Vivacious Patrice Munsel, recent "Life" magazine cover girl, whom Metropolitan opera lovers admittedly go to see as well as hear, looked more like a movie star than a diva when she was photographed recently in the lounge-observation of Great Northern's streamlined Empire Builder.

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The young soprano, a native of Spokane, Washington, and her accompanist Stuart Ross, traveled from Chicago to Seattle on the Empire Builder en route to a five week concert tour which opened in Vancouver, British Columbia. Miss Munsel, her mother Mrs. Audrey J. Munsel, and Mr. Ross, also traveled on Great Northern's streamlined International to Seattle, for an appearance with the Seattle Symphony following her engagement in Vancouver.

From Seattle, Miss Munsel's tour took her south to Los Angeles, east to Texas and northeast to Pittsburgh.

Eleven

Operation: Pin Up

GREAT NORTHERN RAILWAY
SPONSORS JUNIOR
ACHIEVEMENT PROJECT

Under the nationwide Junior Achievement program, young people are gaining a practical understanding of our free enterprise system, understanding of our free enterprise business a working knowledge of American business are principles and an appreciation of the problems faced by business and industry. Participation faced by business and industry. Young people in Junior Achievement makes young people (Continued on page 14)



Members of the Dood-ICe Hay, Saint Paul, Minnesota, JA pag 1011sored by Great Northenlan 1.1.



Tom Gerlach rounds come sembled frames on a powdring belt sanding machine on



Arlené Holmberg, John O'Rourke, Rosemary Jirik, adviser Van Zinderen and Dorothy Jacobson, left to right, apply finish to frames.



Adviser Bergstrom and Robert Shapiro affix lettering to complete a pin-up board.



Dood-It Co. advisers, L. to R., Conrad Stralka, James V. Aldridge, E. W. Bergstrom, Leonard Van Zinderen.

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Kathy Jacob, Dave McIndoo, Leah Davis, L. to R., assemble frames under the watchful eye of adviser Stralka.



Ramona Guzman, Dick Page, Beverly Herzan, Tom Gerland, left to right, hand-sand frames.



Leah Davis and Dave McIndoo remove roughness from frames preparatory to applying wax finish.





Traffic Officials Honored





Mr. Cotsworth

Mr. Erickson

Passenger traffic officers of the Chicago terminal railways recently sponsored a joint luncheon at the Congress Hotel in honor of Albert Cotsworth, Jr., retiring passenger traffic manager of the Burlington Lines, and Arthur T. Erickson, retiring general passenger agent of the Soo Line.

Mr. Cotsworth who began his railroad career with the Burlington in 1900 as an office boy, has been passenger traffic manager for the Burlington for twenty-five years. He succeeded Mr. Eustis who likewise held the position for twenty-five years. Julius J. Alms, Burlington general passenger agent at Omaha, Nebraska, succeeds Mr. Cotsworth as passenger traffic manager.

Mr. Erickson ended his long service as head of the department where he began as a stenographer in 1904. With the exception of the period from January 1909 to March 1911, when he was with the Chicago Great Western, Mr. Erickson's entire railroad career has been with the Soo Line. He was appointed general passenger agent in 1941.

Russell F. Berndt of Robbinsdale, Minnesota, with the Soo Line since 1920, has been named general passenger agent succeeding Mr. Erickson.

Fourteen

OPERATION PIN UP

(Continued from page 12)

more employable, better workers and more enlightened citizens. Junior Achievement is actually a public relations program financed and directed by business and devoted to the interests of business in preserving freedom of opportunity.

With the guidance of trained volunteer adult advisers, furnished by sponsoring companies, a group of from 10 to 15 high school juniors and seniors form a company to produce and sell a product, or develop and sell a service. Operations are conducted in a business center provided and equipped with tools and machinery by Junior Achievement and financed by subscriptions from local firms. Each Junior Achievement company meets for a two-hour period one evening a week during the school year.

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A Junior Achievement company must first decide what product it is to make or what service it is to perform. Necessary funds are obtained by issuing and selling stock at 50c a share, to members of their families and friends, with a limit of five shares to an individual stockholder. Raw materials must be purchased and an efficient program of manufacture established. A sales organization is set up to market the product and sales campaigns are planned. Workers receive nominal payment for their efforts and at the end of the year, if a profit has been made, a dividend is declared.

While all Junior Achievement companies strive to become successful business enterprises, real emphasis is not on making a profit but on providing actual business experience. Some companies have failed with each stockholder out a maximum of \$2.50. Others, seeing their business go into the red, have reorganized and become successful.

(Continued on page 16)



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TRAVE

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A motorist stopped in at a little restaurant late one evening, and ordered a cup of coffee.

"Without cream," he added, as the waitress headed for the kitchen.

Presently the waitress came scurrying back, emptyhanded and apologetic.

"I'm awfully sorry, sir," she said.
"There is no more cream. Do you mind having it without milk?"

Just Eye Trouble

"When I go to bed at night I always keep seeing red and green signals in front of my eyes."

"Have you seen an optometrist?"
"No, only red and green signals."

No Arbitration?

A steelworker's wife, tired of waiting up for her husband, locked all the doors and retired for the night. Before long she heard a loud knocking on the front door.

She opened the window and asked her husband where he had been spending the evening.

"I've been at the Men's Club, dear," he began. "Telling the boys about the strike."

"Then you can go right back," came the reply, "and tell them about the lockout."

Up With The Sun

Lawyer: "You say you were about 35 feet away from the scene of the accident? Just how far can you see clearly?"

Witness: "Wal, when I wake up I see the sun and they tell me that's about 93 million miles away."

Be See'n You!

Employer: "We can pay you seventy dollars a week now, and seventy-five dollars a week in six months."

Applicant: "Thank you. I'll drop back in six months."

Solution

The man in the barber chair complained about his hair falling out. Said he to the barber: "Won't you give me something to keep my hair in?" "Why certainly," said the barber in kindly tones, "here, take this empty cigar box."

Termites?

A lumber salesman stopping at a small-town hotel grabbed the telephone and hollered into it, "Are you the confounded desk clerk of this dilapidated joint?"

The chagrined clerk replied, "Yes, I am. What's eating you?"

"That," said the salesman coldly, "is what I'd like to know."

Fifteen

Voices of Defense



Left to right: GN conductor Robt. C. McLean; Cpl. Bob Ballard; switch foreman Elton Conaway; Jim Deveney.

The vital role of American railroads in the defense of the nation, as typified by Great Northern, was dramatized on the original Air Force program, "Voices of Defense" over Seattle radio station KJR recently.

The program portrayed the story of local defense industry through the voices of the "men behind the machines".

To get an intimate picture of Great Northern's operations, Air Force "Defense Reporter" Bob Balard, and Jim Deveney of the Armed Forces Public Information Office, took their microphone and recorder first to the dispatchers' office at King Street Station in Seattle, then to the Great Northern freight yard at Interbay, and finally into the cab of a giant 5,400-h.p. GN diesel freight locomotive poised for a fast run.

Over a background of familiar and often nostalgic railroad sounds were heard the voices of Walter Jones, trick dispatcher; Elton Conaway, switch foreman; Robert C. McLean, conductor; O. K. Wells, engineer and Ralph Salkeld, fireman.

Sixteen

OPERATION PIN UP (Continued from page 14)

Most JA companies have earned and paid dividends.

Typical of many Junior Achievement companies is the Dood-It Company of Saint Paul, Minnesota, sponsored by Great Northern Railway Company. It is made up of a group of 14 high school students who are manufacturing pin-up bulletin boards which are sold to individuals and small businesses.

Production is handled in several steps on an efficient assembly line basis. Strips of wood which make up the frames are first cut to size with power machinery, then assembled in a jig, glued and nailed. Corners are rounded and smoothed on a power sander, after which the entire frame is carefully smoothed by hand and a wax finish applied. The center, which is made of pressed wood fibre insulating board, is fitted and lettering affixed which completes the job. The pin-up board is a quality product made in a standard size of 24 x 30 inches and retails for \$2.00. Orders are also accepted for special sizes.

Great Northern Railway personnel acting as advisers to the Dood-It Company during the present year are general freight agent E. W. Bergstrom, sales adviser; assistant to the general statistician Leonard Van Zinderen, business adviser; mechanical department draftsman Conrad Stralka, production adviser. James V. Aldridge is executive director of Saint Paul Junior Achievement. Incorporated.

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Originally established in 1919 as a group of handicraft clubs, the Junior Achievement movement was reorganized in 1942, and although the young people are still trained in correct methods of production, emphasis now is placed on giving them a clear comprehension of and sympathy with our economic system.



Cut Bank's a capella choir ready to board the streamlined Western Star.

Montana High School Choir Travels GN

Sixty high school singers who never harmonize "Home on the Range", or "Don't Fence Me In", recently left their home town of Cut Bank, Montana, for their first streamliner train ride and concerts in the East.

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Cut Bank's a capella choir was one of five high school musical groups in the nation to win invitations to sing in Philadelphia before the National Music Educators Conference. The honor cost the home folk nearly \$10,000, but they were happy enough about the expense to stage a big good-bye party at the Great Northern station in Cut Bank before the streamlined Western Star rolled in to take the choir from the Montana grain and oil fields to singing engagements in the big eastern cities.

Since choir director Maurice

Skones, a graduate of Concordia College in Moorhead, Minnesota, received an invitation for his group to sing before the Philadelphia conference, Cut Bank has been the scene of perpetual benefits and bazaars to underwrite the 15-day trip. Choir members themselves pledged \$1,000 and raised a bit more than that by after-school and Saturday jobs and errands.

The choir, which sings only religious music, stopped off en route East for a concert at Moorhead, Minnesota, and also sang in Washington, D. C., New York and Chicago following its Philadelphia appearance. H. C. Davis, superintendent of schools, Cut Bank, and A. A. Arras, business administrator, accompanied the group.

Seventeen







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Freight Traffic Department Changes

Retirement of T. G. Conley as general agent in charge of Great Northern Railway's city freight office in Saint Paul, Minnesota, and appointment of E. H. Gruetzman to succeed him, is announced by George F. Hardy, general freight traffic manager.

Newly-named commercial agent in Saint Paul succeeding Mr. Gruetzman is L. A. Richardson, former traveling freight agent in South Dakota and Southwestern Minnesota. Mr. Richardson's successor is V. Z. Clark, formerly city freight agent in Fargo, North Dakota.

T. H. Green, chief clerk in the freight traffic department in Wenatchee, Washington, has been named city freight agent at Fargo, succeeding Mr. Clark.

Conley joined Great Northern in Saint Paul in 1916 after nine years with other railways. He became contracting freight agent in 1928 and general agent in 1937.

Gruetzman, with the railway since 1928 in the freight traffic department. became city freight agent in Saint Paul in 1943 and has been commercial agent in Saint Paul since 1947.

Richardson worked in Montana and Seattle between 1936 and 1947 when he was appointed city freight agent in Duluth, Minnesota, in 1947. Transfer as traveling freight agent with headquarters in Saint Paul, came in 1949.

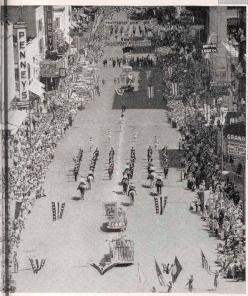
Clark was stationed at various Montana points from 1928 until going to Fargo as city freight agent in 1948. Immediately before that he was city freight agent in Great Falls, Montana.

Green joined Great Northern as a stenographer in the office of the general agent, freight traffic department, in Vancouver, British Columbia, in 1947. He has been chief clerk in the same department at Wenatchee since 1950.

Correction

The description under the picture on page nine of the March 1952 Goat in connection with the Alexandria Kiwanis Celebration, erroneously identified the trainman in uniform as Conductor S. G. Morehouse, who we are informed was Brakeman Mike Allen. Inadvertently we also overlooked mentioning Robert F. Chan, Alexandria haberdasher, who was standing on the steps of the Red River coffee shop-lounge car.

Eighteen





The Spokane Lilac Festival Parade, scheduled for May 17, will include scores of flowerbedecked floats.

◆ Over 150,000 spectators lined Spokane streets during the Lilac Festival parade in 1951.

Spokane Lilac Festival

Out in the Pacific Northwest, where the timberline touches the water-hungry lands of the great Columbia Basin Irrigation Project, is Spokane, Washington, "Capital of the Inland Empire".

Millions of buds of the common lilac, descendants of the first purple blooms that flourished in the non-acid soil of the region over fifty years ago, will blossom into varying shades of lavender and white along the streets and avenues during the months of April and May. These official heralds of Spring will receive Spokane's hearty stamp of approval in the Eleventh Annual Lilac Festival scheduled May 14 through 17.

Spokane's Lilac Festival is a unique event among the fetes of the Nation. It is a non-commercial.

non-profit, blues-chasing week that annually ushers in Spring to the entire Inland Empire. In the last four years it has graduated from the ranks of the common flower show and now is one of the major festivals in the Pacific Northwest. It is a four-day period of official welcome to the sun and the brilliant Spring weather for which the Spokane area is noted.

For the past two years in succession more than 150,000 spectators have witnessed the giant parade of floats and marching bands. A total of 134 units, including 54 bands and scores of flower-bedecked floats, filled the city's downtown streets for two and a half hours last year.

This year again will feature a suc-(Continued on page 22)

Nineteen



GN Cascadian Schedule

Schedules for Great Northern trains 5 and 6, the Cascadian, as shown in the March-April-May system time table folder, page 19, between Berne and Everett, Washington, are incorrect. Correct schedules between points named follow.

Westbound		Eastbound
Train 5		Train 6
	BerneAr Cascade Tunnel	f11:52 AM
		44 00 175
2:45 PM LV	ScenicAr	11:32 AM
f3:03 PM Lv	TongaAr	
3:21 PM Lv	SkykomishAr	11:03 AM
f3:26 PM Lv	GrottoAr	f10:44 AM
f3:32 PM Lv	BaringAr	f10:38 AM
f	Halford	f
3:44 PM Lv	IndexAr	
f3:52 PM Lv	ReiterAr	f10:17 AM
3:59 PM Lv	Gold BarAr	10:10 AM
	SultanAr	10:01 AM
4:32 PM Lv	MonroeAr	9:51 AM
	SnohomishAr	9:37 AM
5:05 PM Ar	EverettLv	9:25 AM

APPLE BLOSSOM FESTIVAL (Continued from page 9)

Brunette Virginia Click, Wenatchee High School senior, has been chosen Queen of the 1952 Festival. Her Princesses, also seniors at Wenatchee High, are Jeanette Bommer and Ann Marie Ware.

The Washington State Apple Blossom Festival annually attracts 100,-000 people to Wenatchee. Washington has ample reason to celebrate the advent of the apple blossoms each spring, for the state produces around 30 per cent of the nation's commercial apple crop. Wenatchee is the shipping point for approximately 20,000 carloads of apples via Great Northern Railway each year.

Havre-Great Falls Motor Bus Service

Beginning April 10, 1952, Great Northern trains Nos. 237 and 238, between Havre and Great Falls, Montana, will be discontinued and will be replaced by motor bus service.

Motor buses will operate on the following daily schedules making connections at Havre with eastbound and westbound Empire Builder trains Nos. 1 and 2 for passengers to and from Great Falls.

	*****	m		
Southbound		Northbound		
Bus No. 237		Bus No. 238		
		HavreAr		
	f1:25 PM Lv	LaredoLv	f11:20 AM	
		Box ElderLv		
		Big SandyLv		
	f2:45 PM Lv	ChappellLv	f10:00 AM	
	3:05 PM Ar	Ft. BentonLv	9:40 AM	
	3:10 PM Lv	Ft. Benton Ar	9:35 AM	
	f3:35 PM Lv	CarterLv		
	4:15 PM Ar	Great FallsLv	8:30 AM	

Rail transportation will be interchangeable and will be honored on motor buses.

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Effective April 10, 1952, equipment on Great Northern trains Nos. 235 and 236 between Great Falls, Helena and Butte will consist of streamlined air-conditioned coaches and a parlor-observation-cafe car. In addition to first class rail fare, the parlor car fare between Great Falls and Helena is 50 cents; between Great Falls and Butte 85 cents; between Helena and Butte 35 cents (plus tax).

Twenty



Approximately 60,000 persons visited Seattle's Spring Flower Show in 1951.
Forde and Garter photo.

Seattle Spring Flower Show

One of the great flower shows of the West will be held May 2 through 11 at the University of Washington's Edmundson Pavilion, in Seattle.

alls

Sponsored jointly by Greater Seattle, Incorporated, civic promotion organization, and the Arboretum Foundation, this year's Spring Flower Show will draw its theme from the Seattle Centennial, with native blooms of the Puget Sound area featured in the lavish floral display.

The extravaganza has been planned to contrast the beauty of the Puget Sound region's native wild rose, trilliums, rhododendrons, syringa, dogwood and salal with the fullblown specimens of the modern garden.

Viewers of this year's Flower Show will marvel at the magnificent display that will be assembled using those flowers and shrubs which were growing wild when the first settlers came ashore a century ago.

More than 900 exhibits were entered last year by garden clubs, individuals, florists and nurseries. The show was seen by approximately 60,000 persons.

Twenty-one

THE STREAMLINED EMPIRE BUILDER

Achievement Award



W. B. Hartz (left), accepts award from Walter J. Tuohy.

The annual award of the Federation of Railway Progress "in recognition of outstanding achievement in progressive passenger service" was presented to Great Northern Railway at a dinner in New York City on March 20, celebrating the Federation's fifth anniversary. The award, a bronze plaque, was presented on behalf of American travelers.

Some 1,000 diners attended the presentation by Walter J. Tuohy, member of the Federation's executive council. The award was accepted for Great Northern by W. B. Hartz, the railway's Eastern Traffic Manager.

The Federation's award to the "railroad man of the year" went recently to Harold Neiswender, Great Northern's depot ticket agent at Spokane, Washington.

The 1952 Annual Convention of the Veterans' Association of the Great Northern Railway will be held at the Radisson Hotel in Minneapolis, Minnesota, July 14.

Twenty-two

Twin Cities-Rochester Motor Bus Service

Convenient motor bus and limousine service between Minneapolis-Saint Paul and Rochester, Minnesota, is now provided since the recent curtailment of Chicago Great Western rail service directly between these cities.

The Jefferson Transportation Company operates five round trips daily by motor bus and 3 round trips daily by limousine. Limousines will pick up or discharge passengers at the Great Northern Station in Minneapolis or at loop hotels. Limousine reservations should be directed to the Stationmaster, Great Northern Passenger Station in Minneapolis.

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Blossomtime Festival

Plans have been completed for the celebration of the annual Blossomtime Festival scheduled to be held in Bellingham, Wash., May 7 thru 11.

This year's Festival is expected to be the biggest of its kind in many years with several surprise features in addition to the regular pageants, parades, massed bands, drill team competitions and vaudeville features.

The Bellingham Yacht Club has joined with the Festival group in sponsoring the 1952 celebration, and has invited the American Olympic elimination trials of Dragon class sailboats. This added feature will dovetail in with regular Festival events.

(Continued from page 19)

cession of events, including the Coronation Ball of the Queen of the Lilac Festival, the Sidewalk Fine Arts Fair, and the Spring Flower Show. The spectacular downtown parade will be staged May 17, and the impressive Lilac-Time Pageant will be presented in the city's new Memorial Stadium the same evening.

Glanings Members of the Veterans' Asso-

ciation of the Great Northern Railway reported deceased during March, 1952, are: Hans Asgard, engineer, Minneapolis, Minn.; Arnold Bell, patrolman, St. Paul, Minn.; Reinhardt F. Benser, section foreman, Volin, S. D.: Samuel J. Clark, dispatcher, Long Beach, Calif.; Walter P. Christensen, agent, Fargo, N. D.; Clyde Cabbage, engineer, Great Falls, Mont.; William H. Elsner, mechanical engineer, St. Paul, Minn.; William S. Forhan, conductor, Kalispell, Mont.; Deidrich G. Graupman, car inspector, Minneapolis, Minn.; George A. Hedberg, engineer, Willmar, Minn.; Herbert W. McDonald, general yardmaster, Spokane, Wash.; Martin E. Mayer, Minneapolis. conductor, Minn.; Nels B. Peterson, conductor, Fargo, N. D.; J. Roy Robertson, boilermaker foreman, Minot, N. D.; James B. Savage, agent, Fort Benton, Mont.; Richard W. Swanson, engineer, Brookston, Minn.

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Members reported pensioned during March, 1952, are: George M. Clary, conductor, St. Cloud, Minn.; Chester Canning, locomotive engineer, Tacoma, Wash.; George F. Elstone, office engineer, Duluth, Minn.; Joseph T. Jam, engineer, Kalispell, Mont.; Leo F. McCollow, switch foreman, Minneapolis Junction, Minn.; John Materna, gang foreman, St. Cloud, Minn.; Anton Olson, section

foreman, Wayzata, Minn.; Louis J. Pilney, clerk, Minneapolis, Minn.; Max Ristow, section foreman, Watertown, S. D.; Andrew Solga, district road master, Minot, N. D.; Math. J. Vacha, sheet metal worker, St. Paul, Minn.; Carl F. Winblad, division station inspector, Superior, Wis.

Great Northern set-out sleeping car service between Wenatchee and Seattle, Washington, was discontinued on March 31, 1952.

The Eastbound Western Star, GN train No. 4 now stops regularly at Morris, Minnesota.

Great Northern trains 9 and 10 are shown incorrectly as daily passenger trains between Saint Paul and Williston in the current time table folder. These trains operate daily as passenger trains between Saint Paul and Minot, but are mixed trains daily except Sunday between Minot and Williston.

C. A. Naffziger of Saint Louis, Missouri, has been appointed director of the newly-created Freight Loss and Damage Prevention Section of the Association of American Railroads.

Twenty-three

Resting's Great Northern Empire Builder Western Star

Both trains connect in Portland and Seattle with streamliners to and from California

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

Route of the Western Star Now is Via Great Falls, Montana

Form 6009 4-52

Printed in U.S.A.

The Great Morthern

GOAT

MAY 1952



Hikers Paradise

GLACIER NATIONAL PARK IN MONTANA



Sperry Glacier largest of 60 blue-white ice fields in Glacier National Park.



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A ranger-naturalist explains Glacier's geology to a hiking group on Grinnell glacier moraine.



Waterton Lake is international, extending from Montana's Glacier Park into Canada's Waterton Lakes Park.



A well marked trail leads from Logan Pass to Hidden Lake in Glacier National Park.



Trail Hiking in Glacier National Park in Montana

If you'd like to sip glacier milk, stare at a bergschrund, tickle pussy's toes or caress a mountain lover, Glacier National Park in Montana is the place to do it. Glacier milk is white water flowing from melted ice. A bergschrund is not a horrid beast, but the deep crack where a glacier breaks away from a snowfield. Pussy's toes are small whitish flowers that grow above timberline, and a mountain lover is a scrubby little shrub not over two feet high.

Glacier National Park has mountain goats that aren't goats because they are really a kind of antelope, marmots that whistle at you, and brown bears that aren't really brown bears because they are officially black bears, no matter what color they are. And when Park rangers tell you not to feed bears, they mean it.

Glacier Park has 60 glaciers, 200 lakes, countless streams and a thousand miles of trails to travel afoot or horseback, camp grounds for those who like to rough it, and hotels and chalets that serve views of spectacular scenery along with superb food.

Great Northern's streamlined Western Star stops daily during the summer vacation season, June 15 through September 10 at two portals of Glacier Park. In between, you can travel through the scenery by the Glacier Park Transport Company's motor coaches, on horseback or on your own two feet. You can get off the Western Star at Glacier Park Station on the east side, spend days or weeks in the park, and leave by Belton, the western entrance on another Western Star, or vice versa.

Glacier Park is as close to unspoiled, virgin wilderness as the National Park Service can keep it and still make things comfortable and convenient for visitors. It would

be hard to find a place where hiking trails are so good in forests so primeval. Most trails in deep timber make mighty rough traveling, but in Glacier you don't have to clamber over a lot of down timber or tear your way through whipping brush.

Park officials have made trail hiking and exploring easy by numbering the trails, figuring distances and putting it all down so that a hiker can take his choice of distance, difficulty and grandeur. Trails range in length from a few hundred feet to more than 20 miles.

Of course, the fact that distances are clearly marked on neat little signboards spoils the fun of any hiker who can't be happy unless he's lying about how far he went.

As an example of how nicely all the guesswork is taken out of hiking in Glacier, suppose you enter the park on the west side, at Belton and go by motor coach 10 miles to the hotel at the head of Lake McDonald. After you have gasped at the mountains there and maybe taken a boat ride, you decide you want to see a glacier.

By asking a ranger, or looking in an invaluable little book called "Guide to Glacier National Park", you learn that it's 8.6 miles to Sperry Glacier, the biggest one in the park. You need not make the round trip or even the whole trip in one day. To Sperry Chalets, which you'll never see unless you go by trail because there is no road to it, is 6.1 miles. The glacier is $2\frac{1}{2}$ miles more.

Every Thursday during the summer travel season there's a conducted hike leaving Lake McDonald at 8 AM, with meals and lodging at Sperry Chalet and side trips to the glacier and Lake Ellen Wilson. You hike back to Lake McDonald Hotel

(Continued on page 6)

Three



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.

May, 1952

IVAN A. COPPE, Editor J. M. HAGEN, Assistant Editor

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

The Goat's Cover



Hardly a ripple disturbs the reflection of lofty
Mount Rockwell in Glacier Park's
Two Medicine Lake.

No. 5

Walt Dyke Photo

GN Reports

Operation of streamliners has gained for Great Northern Railway a larger share of passenger business in its territory, John M. Budd, president, has reported to the company's more than 32,000 shareowners.

Great Northern's income from passenger service in 1951 was almost \$24.50 for each \$100 of passenger revenue received by all other railways in the Northwestern district. That compares with less than \$19 for each \$100 in the five years preceding 1947, when Great Northern began operation of the first transcontinental streamliner between Chicago and Seattle. In the years 1947 through 1950 the company's passenger income averaged better than \$21 for each \$100 taken in by all other lines in the Northwestern district.

Commenting on inauguration of a completely new fleet of Empire Builder trains in June 1951, Mr. Budd said in the company's annual statement to shareowners: "There is no question but that the new Empire Builder equipment has secured for Great Northern a larger share of the railway passenger traffic in its territory."

The company's net income last year was nearly 24 million dollars—4 millions less than in 1950, although operating revenue was the highest in Great Northern history. Operating revenues in 1951 were 248 millions, an increase of 20 millions over the preceding year.

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However, in spite of the lower per share earnings, dividends were increased to \$4 per share in 1951 as compared with \$3.50 in 1950.

The decrease in net income last year was attributed to substantially higher wages and taxes, in addition to increased prices for materials and supplies. Great Northern's payroll in 1951 was in excess of 118½ mil-

(Continued on page 22)

Four

VOL. 22



Upper left: Exterior of GN's newly remodeled Fergus Falls station. Fergus Falls Journal photos by Clarence Lee. Above: New furnishings, lighting and tile floor are provided in the waiting room.

Upper right: Passenger and freight station

GN Streamlines Fergus Falls Station

An estimated 1,200 persons from Fergus Falls and nearby communities attended the recent "open house" which marked the completion of extensive remodeling of Great Northern's passenger and freight station at Fergus Falls, Minnesota. Local agent Tom J. Kelly acted as host. Visitors were served coffee and doughnuts during the afternoon and evening.

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in 19

1950.

Both the exterior and interior of the station have been remodeled at a cost of approximately \$80,000. The building has a new roof, doors and windows, heating plant, sanitation facilities, lighting and furnishings. A new floor of asphalt tile has been installed and new concrete station platforms laid.

Rail service to Fergus Falls, 186 miles northeast of Saint Paul, was first established in 1879. Streamliner service to the city was inaugurated in 1950 by the Red River which makes a daily round trip between Grand Forks, North Dakota, Minneapolis and Saint Paul.

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Safety Supervisor





La Fountaine

Surles

Retirement of C. L. LaFountaine, Great Northern's general safety supervisor since 1918 and appointment of H. J. Surles, trainmaster at Spokane, Washington, to succeed him, is announced by I. G. Pool, operating vice president.

Mr. LaFountaine began his Great Northern career in 1904 as brakeman on the former Breckenridge, Minnesota, division. In 1906 he became conductor and later trainmaster at Sioux City, Iowa. His final full year with the railway—1951—saw achievement of the best employe safety record in Great Northern history.

Mr. Surles was a summer section laborer on Great Northern's Klamath division before becoming a brakeman in 1936 and an engineering rodman three years later. Appointed assistant to the Minot division superintendent in 1941, he became transportation inspector for lines east of Williston, N. D later the same year. He entered the Military Railway Service in 1942 and was discharged in 1945 with the rank of major.

Returning to Great Northern early in 1946, Mr. Surles served successively as transportation inspector for lines east, and trainmaster at Sioux City, Iowa, and Whitefish, Montana, before going to Spokane in 1950.

GLACIER PARK

(Continued from page 3)

the following day. The whole works, for board and lodging, costs \$10.

You see a lot of scenery and, unless you refuse to listen to a word the ranger guide says on the trip, you learn a lot about geology, botany and animal life, so that when you get home you can dazzle your friends with learned remarks about squawhair lichin, glacial cirques, Appekunny argillite and euarctos Americanus. (Don't pet the latter. That's bears.)

About the biggest problem a park visitor faces is to choose which of the hundreds of trail trips he will cover in the time he has available. Suppose, after seeing Sperry Glacier, you want to visit another. One of the most popular hikes in the Park is the six-mile trip from Many Glacier Hotel to Grinnell Glacier. You can cut two miles off it by going up Josephine Lake by boat. Fishing is especially good there, and you don't need any license.

On this hike you not only get your glacier; you're likely to see herds of mountain goats and breathtaking, beautiful slopes of beargrass.

You'll see, too, on the Garden Wall, one of the phenomena that convert most Park travelers to at least a mild interest in geology. This is a "diorite sill"—a band of rock that was once hot liquid that squeezed itself between layers of limestone eons ago and changed them to marble.

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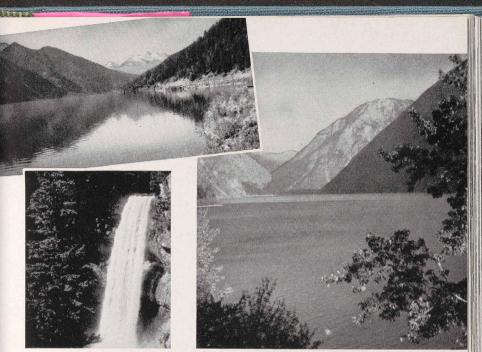
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These Rocky Mountains were not formed by volcanic action; they are sedimentary rock, laid down with time's slow patience under an ancient sea, later heaved up by movements of the earth's crust and then chiseled away by erosion.

(Continued on page 8)



There are lakes, streams and waterfalls in profusion, deep canyons and rugged mountains perpetually covered with snow along the Pacific Great Eastern Railway.

British Columbia Rail-Water Tours

Great Northern's streamlined Internationals which make three round trips daily between Seattle, Wash, and Vancouver, British Columbia, transport thousands of visitors to Vancouver during the summer season, many of whom proceed into the spectacularly scenic interior of British Columbia on the 347-mile Pacific Great Eastern Railway, the "Railway with a Personality".

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The southern terminal of the Pacific Great Eastern Railway is at Squamish, 40 miles up beautiful Howe Sound, and is reached by boat from Vancouver.

The PGE cuts a cross-section of central and northern British Columbia, from the coastal fjords to the Cariboo goldfields. There are lakes, streams and waterfalls in profusion, deep canyons, rugged mountains perpetually covered with snow, and picturesque old towns along the right of way, relics of the old gold rush days. The line serves some of the finest game and fishing areas remaining anywhere. Government-graded guest ranches, lodges and vacation resorts offer complete recreation and amusement facilities.

Economical combination water and rail tours, which are becoming increasingly popular each year, are offered by the PGE, from June through September, to visitors whose (Continued on page 16)

Seven

Aboard the Empire Builder



Bert B. Densow, president, Spokane Chamber of Commerce, presents goingaway bouquet to "Miss Spokane". Batchelor-Plath, Inc. photo.

A recent passenger on the streamlined Empire Builder from Spokane, Washington, to Portland, Oregon, en route to the Los Angeles Sportsmen's and Vacation Show was Marcia Gusman, "Miss Spokane", official hostess of that city.

Miss Spokane's tour was sponsored by the Visitors Convention Bureau of the Spokane Chamber of Commerce with the purpose of creating interest in the advantages of Spokane and the Inland Empire as a vacation and convention center.

In addition to several personal appearances in Los Angeles, Miss Spokane participated in radio and TV broadcasts and civic functions in Portland, San Francisco and Salt Lake City.

Benson, Minnesota, is now a regular stop for Great Northern train No. 28, the eastbound Fast Mail.

GLACIER PARK

(Continued from page 6)

Glacier Park has fine hotels at Glacier Park Station, Lake McDonald, and Many Glacier on Swiftcurrent Lake, all served by buses from Glacier Park and Belton stations. There are chalets at three other scenic places, two of which are accessible only by trail. There are camp grounds for hardy hikers who carry bed and board in packs on their backs. Buses also go up into Canada to Prince of Wales Hotel in Waterton Lakes Park. Saddle horses are for rent at principal park centers.

Hikers who like to do their own pathfinding strike out on the well-marked trails as they please, singly or in groups. If they're wise, they take along a map.

Even more important, they register with a Park ranger, so somebody will know where they're going, because Glacier National Park is an awfully big place. If they're going to build campfires, they get a permit from a ranger. Park rangers are always on the lookout for forest fires. A wisp of smoke that can't be accounted for is likely to bring out a swarm of parachuting smoke jumpers—a humiliating and expensive experience for a hiker who decides to stop and boil up a pot of coffee without getting a permit to build a fire.

Other hikers, who prefer to have a guide and get lots of information as they travel, go in groups escorted by a ranger naturalist. His services are free.

People who stay at hotels and chalets can get lunches packed there to take along on trail trips.

Glacier National Park, on Great Northern's main line, is a paradise for hikers and horseback riders. Most of its grandeur can never be viewed except by those who take to the trails.

Eight



Portland Rose Festival

"For you a rose in Portland grows" is the well-known phrase authored by Bertha Slater Smith in the early 1900's, which has since become the accepted slogan of the Oregon metropolis.

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The 44th Annual Rose Festival, to be held June 11 through 15, promises to uphold the prestige that has been earned down through the years by this internationally famous event. The Festival will formally open with the Queen Coronation ceremony on June 11, in Multnomah Stadium.

Multnomah Stadium will also be the setting for a Festival "first" when the National Intercollegiate Rodeo Association stages its first National College competition June 12 and 13. Ten teams of six college cowboys each from Western colleges and universities will compete.

In defiance of superstition, the Grand Floral Parade will be held on Friday, the 13th of June. It has been forecast that the parade will be five miles in length and will take more than two hours to pass a given point.

This year's Junior Rose Festival gets under way with district royalty selections and terminates with the "Rosebud" parade June 14.

The 64th Annual Portland Rose Show will be held June 12 and 13 (Continued on page 20)

Nine

California



Age of the turtle enjoying a snack of lettuce is estimated at over 150 years.

A desert turtle derby, a worldwide beauty pageant and a 10-acre American Flag are among events awaiting spring and early summer visitors to Southern California.

In May, the Grand National Turtle Sweepstakes is run off at Joshua Tree, on the scenic San Bernardino County desert, with some 70 "speedsters" starting at the crack of a gun to lumber their way out of a 50-foot circle.

At Long Beach, the first world-wide beauty pageant is scheduled for June 22-29. Long Beach is named for its seven miles of broad Pacific beach, much of it bordered by palmlandscaped parks. There is a salt water lagoon for swimming, a Marine Stadium for motorboat racing and Alamitos Bay for yachting.

Winners of some 40 foreign beauty contest will compete in the pageant with 48 American beauty queens. Winners will be named Miss Universe and Miss United States.

A 10-acre American Flag, planted in the new Regal Larkspur, will be in peak bloom in June in the Rainbow Farms, the commercial flower seed acres of the Santa Maria and Lompoc valleys north of Santa Barbara.

Thoroughbreds will be running through July 19 at beautifully land-scaped Hollywood Park racetrack, where visitors mingle with Hollywood stars.

Farther north, spring marches up the Redwood Empire and week by week, from San Francisco to Grants Pass, Oregon, the famous parade of wildflowers increases in mass of color and variety of bloom.

The azalea and the wild rhododendron join the Redwood Empire's wildflower parade in Mendocino, Humboldt and Del Norte counties from late May into July.

Josephine County, Oregon, where Grants Pass is the northern gateway of the Redwood Empire, has been called "The Flower Garden of America". Azalea, lilac, scotch broom, dogwood, lupin, Oregon grape and madrone make a colorful landscape.

Vacationists from the Midwest and East may travel in one direction to or from many California points via Great Northern through the scenic Pacific Northwest at little or no additional round-trip rail fare. Great Northern's transcontinental streamliners Empire Builder and Western Star, connect at Portland and Seattle with streamliners to and from California.

Travel Association Secretary Dies

William G. Ferguson, secretary of the Pacific Northwest Travel Association and manager of the Montana Automobile Association, died of a heart attack April 29, at Helena.

He formerly was secretary of the Montana Chamber of Commerce.

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Teacher Mrs. Read reads train stories to her class while waiting for the streamliner for the homeward journey.

Group inspected the International's diesel electric locomotive before boarding the train for Everett.

Scaylea photos.

GN Student Educational Tours

Great Northern has been transporting on an average of 200 Seattle school children a week on educational tours on its Seattle-Vancouver, B. C., route for several months. The kids really enjoy themselves and learn a lot about railroading.

Twenty-eight wide-eyed second graders from McMicken Heights School in Seattle recently went for a train ride to Everett on what they called the "Great Norn". To some of them who had never been on a streamlined train it was a special occasion.

The youngsters made the trip on GN's streamlined International accompanied by their teacher, Mrs. Alma Read, some mothers and GN representatives. The group toured the King Street Station in Seattle prior to starting their trip.

In connection with these tours, certain problems arise that even an organization as resourceful as the Great Northern has difficulty in solving. One of these is ice water, that is, how to keep the youngsters from discovering the ice water taps and the paper cups on the cars, and, when they are discovered, how to keep the kids from drinking more ice water than is good for them.

During the first few educational tours, candy and ice cream were made available at Everett while waiting for the train for the return trip. Some youngsters ate so much they got sick, so the ice cream and candy supply was cut off, but this is hardly possible with the ice water because other passengers must be considered.

Eleven



The mother and father of Pfc. Richard What Cross-Great Northern blood procuremento mannet in a simple ceremony on April 2 at the San-Sal U Then, in fulfillment of their own request leand Mrs. Vincent I. Whalen of Florence, in stepped aboard the car to be the first of the their blood, a lifesaving memorial to the least

(Continued on page 14)



Mr. & Mrs. Whalen, parents of Pfc. Whalen, with Minnesota's Governor Anderson looking on, pull the ribbon commissioning the blood center on rails.



The dedication program opened with the pyg of the Spangled Banner by St. Thomas Militarylog myber followed by posting of the core

GREAT NORTHERN RAILWAY





GN blood car is staffed by four nurses. Left to right: Frances McGowan, Rosemary Conlin, Millie Swenson, Gertrude Mountain.

t Northern

ONMILS' DEDICATION

2. Rick of Micent Whalen dedicated the Red procured car named in their son's honor il 2 at wint Paul Union Depot.

own rist Mr. and Flore i Minnesota, be the open opledge norial to hero son



Employes of six local firms volunteered to fill the blood quota for the three days the car was in Saint Paul.

RICHARD VINCENT WHALE



Pfc. Whalen's parents, four brothers and three sisters came to Saint Paul to participate in the dedication ceremony.



ned with plying of the Star homas No. Academy band, sting of sources.



(4 Canteen section of the Red Cross-GN blood of procurement car seats eight persons at two tables.



The collection room of the blood center on rails has four beds built to Red Cross specifications.

Hungry Horse Dam



Concrete placement at Hungry Horse Dam in Northwestern Montana has reached 434 feet above bedrock.

Construction at Hungry Horse Dam in northwestern Montana swung into high gear as General-Shea-Morrison crews recently resumed placement of mass concrete in the structure. The 1952 construction schedule calls for placement of approximately 700,000 cubic yards of concrete which will complete the dam to its ultimate height of 564 feet. High blocks now are up 434 feet.

Installation of the four 105,000-horsepower turbines and the four 71,250-kilowatt generators is being pushed rapidly to meet the generation schedule which calls for the first Hungry Horse unit to go on the line in October, 1952, with the second following in December, 1952.

Sightseeing in Spokane

Several motor sightseeing trips are available to visitors to Spokane and the Inland Empire during the summer vacation season. Detailed information concerning these trips, points visited, costs, etc. can be obtained from any Great Northern travel representative, your local railroad ticket agent or travel bureau.

Fourteen

RICHARD VINCENT WHALEN (Continued from page 12)

who was the first Great Northern Railway employe to sacrifice his own life in the Korean War.

Other participants in the dedication were Father William J. Marks, pastor of the Whalen family, who gave the invocation; Minnesota's Governor C. Elmer Anderson; the St. Thomas Military Academy band; George Vavoulis, chairman of the Saint Paul Blood Program committee; Walker N. Millner, manager of the Midwest Area of the Red Cross in Saint Louis; and V. P. Turnburke, vice president of Great Northern.

The ceremony closed with the cutting of a ribbon by Mr. and Mrs. Whalen and the governor, signifying the commissioning of the unique "blood center on rails", which is now on an extensive tour of communities along the Great Northern in Western Minnesota and the Dakotas, giving thousands of citizens their first opportunity to donate blood for the Armed Forces.

The Richard Vincent Whalen car was converted and is operated by the Great Northern as a public service, without cost to the Red Cross. The car, which is staffed by the Red Cross, is being made available to chapters throughout the railway's territory between Saint Paul and the Pacific Coast.

Employes of five local firms volunteered to fill the blood quota for the three days the car remained in Saint Paul, before beginning its tour. Represented by their employes were the Saint Paul Dispatch-Pioneer Press, Brown and Bigelow, Minnesota Mining and Manufacturing Company, Seeger Refrigerator Company, Hamm Brewing Company and the Great Northern Railway. Capacity of the car is 120 persons a day.

(Continued on page 18)



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ern,

In the dark of night two safebreakers entered a bank. One approached the safe, sat down on the floor, took off his shoes and socks, and started to turn the dial of the safe with his toes.

"What's the matter?" said his pal, "let's open this thing and get out of here."

"Naw, it'll only take a minute longer and we'll drive them fingerprint experts nuts."

Reasonable

Mike asked Pat for the loan of \$100. Receiving no immediate response Mike repeated the request several times. Finally, becoming somewhat irked Mike said: "I asked you a question. Why don't you answer me?" Said Pat: "It is better I should owe you an answer than you should owe me \$100."

Ulterior Motive

A farmer's mule kicked his mother-in-law to death. A tremendous crowd turned out for the funeral, made up almost entirely of men. The minister commented, "This old lady must have been mighty popular because so many people will leave their work to come to her funeral."

"They're not here for the funeral," said a surprised farmer. "They're here to buy the mule."

Handicap

A new father was looking at the babies through the window of the infant ward, and it seemed that every baby there was crying.

"Why are they bawling?" he asked the nurse.

"Listen," she said severely, "if you were only a few days old, without any clothes, out of a job, and owed the government almost \$1,700 on the national debt, you'd be bawling too!"

All's Well!

An icy voice cut into an uninhibited telephone conversation, "Do you know whom you are addressing?"

"No," said the sergeant.

"Well, this is Major Throckmorton."

"Major," said the sergeant, "do you know whom you are addressing?"

"NO!" thundered the major.

"Thank God!" said the sergeant and hung up.

Avoidance

"My husband's disappeared again."

"Then why don't you call the police?"

"I did that the last time, and they found him."

Fifteen



Alaska Salmon Derby

Now in progress and continuing through August, the 1952 Ketchikan King Salmon Derby features substantial weekly prizes for the biggest King Salmon caught in the area by registered contestants, seasonal derby prizes for the largest fish taken during the entire period, and prizes for fish taken on Derby Days, June 7 and 8. Residents and visitors are invited to compete.

Ketchikan, Alaska's "First City", is located on the famous "Inside Passage to Alaska", 660 miles northwest of Seattle, Washington.

The Alaska Steamship Company maintains scheduled passenger service to Ketchikan and other Alaska ports from Seattle via the scenic "Inside Passage". The Canadian National Steamship Company and the Canadian Pacific Steamship Company provide regular steamer service from Vancouver and Prince Rupert, B. C., to Ketchikan.

Sixteen

GN Jasper Park Service

Through Pullman sleeping car service will be provided on Great Northern trains 7 and 8, the Winnipeg Limited, and Canadian National trains 3 and 2, the Continental Limited, between Saint Paul-Minneapolis and Jasper Park-Vancouver, B. C., during the 1952 summer travel season.

Sleeping cars will consist of 8 sections and 5 double bedrooms. The first car is scheduled to leave Saint Paul June 20, and the last car August 29. The first car will leave Vancouver, B. C., June 23, and the last car September 1, on the following schedule:

GN 7		GN 8
8:00 PM Lv.	St. Paul	Ar. 8:00 AM
8:30 PM Lv.		Ar. 7:25 AM
8:00 Am Ar.	Winnipeg	Lv. 7:30 PM
CN 3		CN 2
9:50 AM Lv.	Winnipeg	Ar. 5:50 PM
1:00 PM Ar.	Jasper	Lv. 2:25 PM
(MT)		(MT)
12:30 PM Lv.	Jasper	Ar. 1:05 PM
(PT)		(PT)
7:45 AM Ar.	Vancouver	Lv. 7:30 PM

BRITISH COLUMBIA TOURS

(Continued from page 7)

time is limited. Tours include round trip water transportation via Union Steamships between Vancouver, B. C., and the railhead at Squamish, rail transportation between Squamish and Quesnel, northern rail terminal, and meals aboard the train.

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Motive power and equipment is modern in every respect, consisting of oil-burning steam and diesel electric locomotives, first class steel coaches, Pullman standard sleeping cars, open-top observation cars, and dining cars which maintain a high standard of quality and service.

Detailed information concerning 1952 summer tours offered by the Pacific Great Eastern Railway may be obtained from any Great Northern travel representative.



Spike Jones (center) and fellow musical depreciators Sir Frederick Gas (left) and George Rock.

Spike Jones and His City Slickers Travel GN

The band that parlayed a "burp" and a "washboard" into international fame, Spike Jones and his City Slickers, and members of his Musical Depreciation Revue, now on a nationwide tour, recently traveled via Great Northern between Saint Paul and Duluth, Minnesota, and between Grand Forks, North Dakota, and Winnipeg, Manitoba.

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Lindley "Spike" Jones started out as a drummer. He first learned to play on a breadboard in Calexico, California, in the Imperial Valley, where his father was station agent for the SP. The clicking rails suggested drums and the railroad spikes his nickname. Upon obtaining a set of real drums, he played in school bands and orchestras, eventually graduating to stage and dance bands in the Los Angeles area.

In 1942, more for the fun of it than for anything else, he organized his novelty group, which hit the big time in 1942 with their recording of "Der Fuehrer's Face". Spike has since become a movie, radio and TV celebrity, and his City Slickers Band an institution of contemporary America.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Claims Agent



O'Connell

Walker

Retirement of T. P. O'Connell, general claims attorney for Great Northern and appointment of J. E. Walker to succeed him with the title of general claims agent, is announced by Edwin C. Matthias, vice president and general counsel.

Mr. O'Connell has been with Great Northern nearly 50 years. He began as assistant special agent, then successively became traveling claim agent at Minot in 1905, assistant claim agent there in 1908, assistant claim agent at Grand Forks in 1909, assistant to the claims attorney in Saint Paul in 1934, and general claims attorney in 1944.

Mr. Walker joined Great Northern as assistant claim agent at Great Falls in 1917, after prior service with the Burlington and Canadian National Railways. He became assistant claim agent at Havre in 1918, claim agent at Superior in 1920, and since 1927 has been district claim agent at Superior, Wisconsin.

Correction

The 1952 Annual Convention of the Veterans' Association of the Great Northern Railway will be held at the Radisson Hotel in Minneapolis, Minnesota, on June 14, rather than July 14, as erroneously stated in the April Goat.

Eighteen

Alaska Railroad Schedule

The following summer schedule will be in effect beginning on or about June 1 between stations shown on the Alaska Railroad.

Northbound	Southbound
TuesThur.	TuesThur.
7:30 AM Lv Seward	.Ar 8:00 PM
12:00 Noon Ar Anchorage .	.Lv 3:30 PM
Daily except	Daily except
Thursday	Thursday
8:30 AM Lv Anchorage 4:36 PM Lv McKinley Park 8:30 PM Ar Fairbanks	.Lv 12:26 PM

Texas Traffic Club

The recently organized Traffic Club of East Texas, with headquarters at Tyler, Texas, has elected the following officers to serve until September, 1952.

President, J. Russell Mase, GA, Cotton Belt; 1st vice president, Ira P. Hildebrand, Hildebrand Warehouse Co.; 2nd vice president, R. A. Pendergrass, GPA, Cotton Belt; secretary-treasurer, C. H. Dawson, Cotton Belt.

RICHARD VINCENT WHALEN

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(Continued from page 14)

Mr. and Mrs. Whalen, the first donors, twice have given their blood to the Armed Forces through the Red Cross. Head of a "Great Northern family", Mr. Whalen is a Willmar division carpenter. Richard Vincent Whalen was with the maintenance-of-way department prior to his enlistment in 1948. Two surviving brothers, Edward F. and John W., are railway telegraphers in Sioux Falls and Struble, Iowa, respectively.

The Red Cross-Great Northern blood procurement car visited Saint Cloud, Minn., New Rockford, N. D., Minot, N. D., and Williston, N. D., during April and is scheduled for May at Rugby, Devils Lake, and Grand Forks, all in North Dakota.



High school seniors, chaperones and guests board GN's streamlined Red River at Fergus Falls. Fergus Falls Journal photo by Clarence Lee.

High School Class Travels GN

The Senior Class of Pelican Rapids, Minnesota, High School, recently traveled on Great Northern's streamlined Red River between Fergus Falls and Minneapolis on a four-day spring vacation-educational trip that included visits to Minneapolis and Saint Paul, Chicago and Milwaukee.

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Between arrival time at Minneapolis and departure from Saint Paul en route to Chicago, the group toured the Twin Cities. In Chicago, the itinerary included two days of Grayline sightseeing, visits to radio and television studios, lectures at historic points, theaters, Chinatown and many other points of interest. On the return lap of their journey, several hours were spent sightseeing in Milwaukee.

Returning to Fergus Falls from Saint Paul, the group traveled on Great Northern's Winnipeg Limited.

Trail-Nelson Bus Service

Auto Interurban Bus Company service between Trail, Salmo and Nelson, all in British Columbia, is now operated as follows:

Lv. Trail	Sat., Sun.	Daily 6:30 PM	Daily	Daily 4:30 PM	Daily 2:30 PM	Daily	Daily 9:00 AM
Lv. Salmo Ar. Nelson	5:20 AM	8:20 PM	4:30 PM			9:00 AM	
	Daily	Daily	5:30 PM Daily	6:20 PM Daily	4:20 PM Daily	10:00 AM Daily	10:50 AM Sat., Sun.
Lv. Nelson Ar. Salmo	7:00 AM	9:45 AM	10:30 AM 11:30 AM	11:30 AM	4:30 PM	6:00 PM 7:00 PM	11:15 PM
Ar. Trail		11:35 AM	1:00 PM	1:40 PM	6:20 PM		1:10 AM
							Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

ENCOMPASSING ALL



Seattle-Victoria Summer Steamship Service

Canadian Pacific daily steamship service between Seattle, Washington, and Victoria, British Columbia, now in effect and scheduled to continue through September 27, is as follows: 8:00 AM Lv. Seattle Ar. 8:30 PM 11:50 AM Ar. Victoria Lv. 4:30 PM

The Puget Sound Navigation Company will provide daily service between Seattle, Port Angeles and Victoria, during the period June 8 through September 30, on the following schedule:

11:45 PM Lv. Seattle

Ar. 9:15 PM

PORTLAND ROSE FESTIVAL (Continued from page 9)

at the Civic Auditorium. Other allied events include the Golden Rose Ski Meet June 15 at Timberline Lodge on Mount Hood, the Northwest Waterski Championships June 14 and 15, and the visitation of six vessels of the U. S. Navy at Portland's harbor.

Twenty

Flathead Lake Launch Service

A 70-foot launch with a capacity of 125 persons will be operated from Somers, Montana, on Flathead Lake during the 1952 summer vacation season by the Flathead Navigation Company of Somers.

While trips to any point on the lake can be arranged, tours will be available as follows: Somers to Goose Bay State Park and return, \$1.50; Somers to Yellow Bay State Park and return, \$2.00; Somers to Polson, one way, \$2.50; all day lake tours Somers to Polson and return, via Goose Bay State Park, Painted Rock, Narrows Resort, Yellow Bay, Woods Bay and Big Fork, \$4.00. Children half fare. Trips may be reversed, leaving from Polson, at approximately the same rates.

Lake Chelan Boat Service

Summertime daily passenger service during the period June 16 through September 30, will be provided between points on Lake Chelan in Washington, by the Lake Chelan Boat Company on the following schedule:

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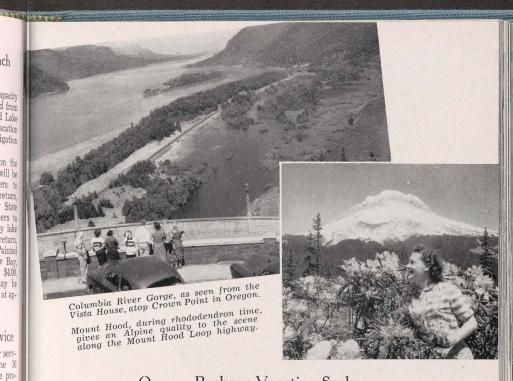
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f9:00 AM
f9:10 AM
f9:50 AM
11:45 AM
12:00 Noon
12:10 PM
12:25 PM
12:45 PM
1:45 PM
2:10 PM
2:25 PM
f4:00 PM
5:30 PM

W. F. Burke, CB&Q assistant general passenger agent in Chicago, has been named that railway's general passenger agent with headquarters in Omaha, Nebraska, succeeding Julius J. Alms, recently appointed passenger traffic manager.



Oregon Beckons Vacation Seekers

Vacation variety is found in every region of Oregon vacationlands. New and exciting facilities and accommodations are everywhere in the Beaver State. Oregon people are anxious that every visitor have a good time.

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The Cascade mountains of Oregon, stretching south from the Columbia river, are filled with vacation enjoyment for everyone. Pack trips, lake and stream fishing, camping in virgin forests, boating, swimming and hiking are but a few of the diversions enjoyed by vacationers.

The state's western valleylands are full of excitement for the out-ofstater. From Portland, the Rose City, at the northern end of the Willamette valley to Ashland, the Shakespearean city at the southern tip of the Rogue river valley, new facilities have been added. At Portland, a new forest products museum has been added at the Forestry building, largest log cabin in the world.

Throughout the valley areas, and in the mountain and coastal regions are myriads of wildflowers, blanketing hillsides and meadows, blossoming their best during May and June.

Fringing the Pacific ocean, the 400-mile Oregon coastal parkway is a veritable year around playland of smooth sandy beaches, imposing headlands and viewpoints, coastal lakes and deep-sea fishing havens.

Oregon for 1952 offers something new for the entire family. Variety and real western hospitality are the ingredients that make every Oregon vacation thrilling and memorable.

Twenty-one

U. S.-Canada Celebration

The International Peace Arch Celebration held annually on the Canadian-United States border near Blaine, Washington, has been scheduled for Sunday, June 29, this year. Formerly celebrated in the early fall, it has been decided to hold the observance prior to Canada's Dominion Day and close to the Fourth of July.

Ceremonies will include a union church service during the morning in which various denominations from both sides of the International Boundary will participate. Following a picnic lunch, guests will see displays of different nationals in costume to illustrate the amity between the United States and Canada. The afternoon program will include brief addresses by Canadian and American school children.

The International Peace Arch was constructed in 1914, and dedicated in 1920. The International Peace Arch Program Association sponsors the International Peace Arch Celebration.

GN REPORTS

(Continued from page 4)

lions as compared with nearly 102 millions in 1950.

Great Northern's tax bill in 1951 approximated 37 millions, or 2½ millions more than the preceding year. The largest single increase was in Federal income tax, which was one million higher than in 1950.

The company's statement observes that industrial development is expanding in the territory served by the railway, and that 212 new industries were located on Great Northern trackage in 1951.

Approximately 30 millions were spent in 1951 on property improvements. About 19 millions of that amount was expended on new diesel locomotives and other rolling stock.

Seattle Visitors Bureau

The Seattle Chamber of Commerce and Greater Seattle, Incorporated, have joined in sponsoring the Seattle Visitors Bureau for full-scale development of the city's present \$100,000,000 travel industry.

The new Bureau will replace the Chamber's Tourist and Convention division and will undertake both immediate and long range programming of what is the city's fourth largest industry.

Edward E. Carlson has been named chairman of the separate board of directors that will guide the Seattle Visitors Bureau. Don M. Follet, vice president and general manager of the Chamber, and Walter A. Van Camp, managing director of Greater Seattle, Inc., cooperated with Carlson in developing the new organization.

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Seattle-Portland Service

Great Northern Railway has taken over the operation of night pool trains 401 and 402 between Seattle, Washington, and Portland, Oregon, formerly operated by the Northern Pacific. Great Northern will operate these trains for a period of one year, or until further notice. Trains 401 and 402 will continue to use the King Street Station at Seattle. No change has been made in schedule which is as follows:

 Train 402
 Daily
 Train 401

 11:45 PM Lv. Seattle
 Ar. 6:45 AM

 1:15 AM Lv. Tacoma
 Ar. 5:00 AM

 6:45 AM Ar. Portland
 Lv. 11:45 PM

Rail tickets reading via the Great Northern, Northern Pacific and Union Pacific between Seattle, Tacoma and Portland, and intermediate points, will be honored on any of the trains operated in the pool for the three lines.

Twenty-two

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

way reported deceased during April, 1952, are: Arthur J. Beaupre, locomotive engineer, Grand Forks, N. D.; Walter Cooper, switch foreman, Superior, Wis.; Frank W. Clark, engineer, Sioux City, Iowa; James C. Haines, engineer, Havre, Mont.; Carl Justensen, lead car inspector, Minneapolis Junction, Minn.; Ludwig T. Rykken, assistant chairman, Brotherhood of Maintenance of Way Employes, Minneapolis, Minn.; Ward W. Simmons, agent & operator, St. John, N. D.; Edward K. Van Dyke, tele-

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Members reported pensioned during April, 1952, are: William J. Bliven, engineer, Havre, Mont.: Charles L. Deissler, engineer, Wapeton, N. D.; Charles M. Gonder, engineer, Glasgow, Mont.; James W. Harvey, passenger brakeman, Havre, Mont.; Charles Luckman, locomotive engineer, Minneapolis, Minn.; Chester L. LaFountaine, general superintendent of safety, St. Paul, Minn.; John G. Meyers, agent, Bemidji, Minn.; Walter W. McKnight, round house caller, Hillyard, Wash,; Frederick C. Posteher, pipe fitter, St. Paul, Minn.; Carlton W. Phillips, conductor, Minneapolis, Minn.; John B. Russell, agent, Lewistown, Mont.; Bertran W. Stone, conductor, St. Paul, Minn.; Edward Stabno, switchman, Minneapolis, Minn.; Glenn S. Woodiwiss, conductor, Minot, N. D.; Ralph C. Woodcock, engineer, Delta, Wash.; Marvin White, conductor, Minot, N. D.

Great Northern train No. 3, the westbound Western Star, now stops at Newport, Washington, to receive revenue passengers for Everett or Portland and beyond, and to discharge revenue passengers from Great Falls and east thereof. Train No. 4, the eastbound Western Star, stops at Newport to discharge revenue passengers from Portland and Everett or west, and to receive revenue passengers for Great Falls and points east where No. 4 is scheduled to stop.

Train No. 4 now stops at Morris, Minnesota, to discharge passengers from Fargo and west thereof, and to receive passengers destined to Min-

neapolis and beyond.

James J. Mariner, 57, vice president and general manager of Thos. Son, Inc., New York City, Cook died April 10, 1952. Mr. Mariner joined Cook's staff in Philadelphia in 1916 and became vice president and general manager of Cook's North American organization in 1928.

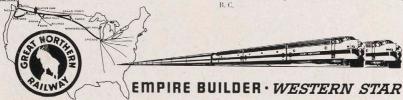
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IN GLACIER NATIONAL PARK — most beautiful of the Montana Rockies. Glistening mountains, verdant valleys, glacier-fed lakes! Ride, hike, fish, bask in the sun! The streamlined Western Star serves Glacier Park daily June 15 thru September 10.

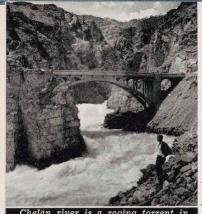
IN THE PACIFIC NORTHWEST—visit Seattle, Centennial city on Puget Sound...M. Rainier... Spokane and the Inland Empire lakes... Portland, City of Roses... Canada's quaint Victoria and historic Vancouver,



Direct connections in Seattle and Portland with Streamliners to and from California

The Great Morthern GOAT JUNE 1952





Chelan river is a raging torrent in spring and early summer. Spring Bros. photo.

Take Chelan

IN THE FOOTHILLS OF THE CASCADES IN NORTHEASTERN WASHINGTON



"Lady of the Lake" at Stehekin. Gwladys Bowen photo. Inset: Trout from Lake Chelan. Scaylea photo.



Golden West Lodge, at the extreme upper end of Lake Chelan. Bowen photo.



High mountains rise sharply from the waters of Lake Chelan. Bowen photo.



Rainbow Falls, in the primitive wilderness country above Stehekin

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Washington's Fabulous Lake Chelan

Beautiful Lake Chelan, center of a spectacularly scenic area often called the "Switzerland of America", is a rather narrow 55-mile long body of blue water in the foothills of the Cascade Range in northeastern Washington. It is fed by streams and waterfalls, splashing down from snow-capped peaks that tower thousands of feet above either shore.

Lake Chelan is a peculiar body of water. According to geologists its bed was created by glacial action during the last ice age. Apparently a great glacier moved from near the present summit of the Cascade mountains toward the Columbia river, and in so doing gouged out one of the world's deepest canyons. When the glacier melted it left the lower end of its course dammed up which resulted in a mighty canyon. plugged at both ends. In time this canyon filled with water from the great watersheds which drain into the Stehekin river which runs into the extreme upper end of Lake Chelan.

The lake is unique in that it lies both above and below sealevel. Official soundings have reached bottom at depths as far down as 1,600 feet, and in places the bottom is yet to be found. Strangely enough, the surface of this mountain lake is only 1,100 feet above sealevel.

The Chelan river, only about three miles long, but with a drop of 400 feet, most of the drop occurring in a three-quarter of a mile stretch, connects Lake Chelan with the Columbia. This "shortest river in the world", with the melting of mountain snows during the spring and early summer, becomes a seething, boiling torrent as hundreds of thousands of gallons of water a second pour through the narrow rocky gorge.

Ever since the white man first looked upon Lake Chelan he has had

a natural desire to travel upon its surface. About the time Washington was becoming a state, regular boat service began operating on the lake. It has been continual ever since. The Lake Chelan Boat Company has held a charter for many years, and at present their boats ply the water of the lake on daily trips. Their main boat is the Lady of the Lake, commonly called the "Lady", and so named after one of the first boats operated on the lake. This modern beautiful craft carries 140 passengers and makes a daily round trip between Chelan, at the southernmost end of the lake, and Stehekin at the extreme upper end. The trip is varied as the Lady stops at various resorts and small settlements, to pick up and discharge passengers and freight. Residents on the upper shores are dependent upon the boat for transportation and for all of their supplies.

For the first few miles out of Chelan, attractive permanent homes, summer cottages and resorts are seen along the shore. Further on, however where there are no roads of any kind, the scenery becomes more rugged with greater distances between resorts. Mountain goats may often be observed looking down from high places.

About half way up the lake is the copper mine at Holden. Visitors are welcome and may explore mining operations high on the mountain side. From Holden, bargeloads of copper and zinc concentrates are sent to Great Northern's railhead at Chelan.

The head of Lake Chelan, a land apart, separated from the heat of the valleys and cares of the outside world by miles of cool lakeshore and mountain country is attracting more visitors every year. This vacation lake from Lucerne to Stehekin

(Continued on page 6)

Three

The Great Northern

Vol. 22

June, 1952

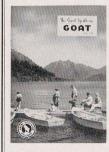
No. 6

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IVAN A. COPPE, Editor J. M. HAGEN, Assistant Editor

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

The Goat's Cover



Lake Crescent, nestled in deep evergreen forests in Olympic National Park, Washington.

Josef Scaylea photo.

Four

Your Railroads

Have you ever stopped to think about all the things you may find on a railroad passenger train? A train is a lot more than just a string of cars pulled by a locomotive. If may be looked on, really, as a home on wheels, a traveling hotel, ready for your convenience and comfort.

So if you travel on business, the train is for you. It starts in town. It runs in all kinds of weather. It saves you precious time because it has facilities and opportunities for study, for work, for conference, or for relaxation, and for sleeping as you ride, to arrive in town, rested and ready for the day ahead.

And when you and your family plan your vacation this year, make up your mind to go in air-conditioned comfort, by train. You leave behind the strain of long, hard driving on crowded highways. vacation begins the minute you step on your train. You enjoy to the full the convenience of your hotel on wheels, where all the work of traveling is done for you, where you are sure of good food and good sleeping. where you enjoy relaxation and comfort as you watch the endlessly fascinating American scene unroll before your eyes.

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You'll not only have a wonderful time on the way, but when you arrive, you'll be fresh, really rested and ready to have the time of your life in whatever part of America's fabulous vacationland you choose.

Then, when it's time to leave, your traveling hotel is again waiting to serve you, ready to take you swiftly, safely and comfortably home. That way, the railroad way, you'll arrive refreshed, happily treasuring memories of the most wonderful vacation you ever enjoyed.



Seattle's Fishermen's Terminal

Completion of a million dollar expansion and modernization program makes Fishermen's Terminal at Salmon Bay, in Seattle, Washington, one of the finest commercial fishing terminals in America.

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A two-year expansion project gives the terminal a peak moorage capacity of nearly 1,000 vessels besides complete drydocking, painting, repair and maintenance facilities. Ringing the terminal are commercial marine business firms supplying all forms of ships stores, engines, fuel, fishing gear and other marine supplies and services.

Focal point of the new terminal is the office and restaurant building which faces the fishing fleet at its moorage. Diners in the colorful Wharf Restaurant and Wharf Coffee Shop have one of the most spectacular maritime views in the Pacific Northwest spread out before them, as the entire front of the dining areas is of plate glass and directly faces the moorages. The Terminal Building also houses the Moby Dick Taproom and Valhalla Room, each of which is decorated in keeping with its name.

With the future development of Fishermen's Terminal at Salmon Bay it is destined to become the hub of Seattle's great fishing industry. In area, it is many times larger than any other similar fishing terminal in America. The number and size of boats docking here surpass that of any similar terminal in the country.

Not only does Fishermen's Terminal at Salmon Bay offer fishermen the finest moorage available on the Pacific Coast, but the story and color of Seattle's fishing fleet and its home port will travel throughout the country as visitors discover its attractions and carry the word home.

Five

Advisory Board Chairman



Mr. Cron

George D. Cron, traffic manager, Chevrolet-Oakland Division of General Motors Corporation, Oakland, California, was recently elected general chairman of the Pacific Coast Transportation Advisory Board.

Mr. Cron has been associated with Chevrolet for the past 30 years. He has been active in the Oakland Traffic Club since its inception and served as its president in 1930-31 and 1943.

The new general chairman has held other offices on the Pacific Coast Transportation Advisory Board including chairmanship of the Car Efficiency Committee and Simplification of Tariffs, general secretary and vice general chairman.

Mr. Cron, an ICC Practitioner, is a member of the Oakland Chamber of Commerce, the California State Chamber of Commerce, and the California Manufacturers Association.

GN Annual Meeting

Four Great Northern Railway directors were re-elected to three year terms at the company's annual stockholders' meeting held in Saint Paul, Minnesota, on May 8.

Re-elected directors were John M. Budd of Saint Paul, president of Great Northern; William L. Mc-Knight and Thomas L. Daniels, both of Saint Paul, and A. W. Witherspoon of Spokane, Washington.

Following the meeting of stockholders, Great Northern directors authorized payment of a \$1.00 per share dividend on June 20, to shareowners of record on May 20.

Election

R. A. Cory, Great Northern's Traveling Freight Agent at Cincinnati, Ohio, was recently elected president of the Cincinnati Nomads. The organization is comprised of Traveling Freight Agents, City Freight Agents and Chief Clerks of the on and off line railroads with offices in Cincinnati.

Other officers named are Ray Beesten, TFA, CP-Soo Line, vice president; L. C. Jones, TFA, MP, secretary; J. C. Goyette, TFA, T&P, treasurer. W. H. Sturwold, TFA, Reading, and W. A. Cremins, TFA, M&StL, were named to the Board of Governors.

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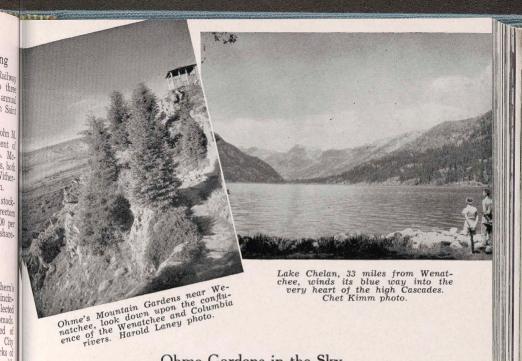
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LAKE CHELAN (Continued from page 3)

offers a variety of activities to those who visit there. Resorts so widely spaced that they hardly compete with one another vary from rustic camps under the shade of green trees to luxury hotels. The scenery is unsurpassed, for the Cascades tower directly above the lakeshore, 6,000 to 9,000 feet high. From many points on the lake, trips are possible into country isolated except for deer, game and fish.



Ohme Gardens in the Sky

Washington, Wenatchee, "Apple Capital of the World", located on a mountain top looking down upon the confluence of the Wenatchee and Columbia rivers. Ohme's unique mountain gardens annually attract thousands of botanists, garden lovers and visitors from many parts of the world.

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Herman Ohme as a boy residing in the flatlands of Illinois, was fascinated by pictures of evergreencovered mountains in the Pacific Northwest. When he was 18 years of age, he migrated west upon the advice of his doctor. He wanted to work in the forests but couldn't bear seeing beautiful trees cut down. Instead, he worked in the apple orchards, saved his money and eventually acquired his own orchards.

He purchased 40 acres of barren, arid mountain top, installed pumping facilities for water, and as a hobby, began building rock gardens. Over the years, Ohme, assisted by his wife and two sons, built the beautiful Alpine garden that is now considered one of the marvels of the Pacific Northwest.

Here on Ohme's mountain grow a thousand varieties of plant life, most of them native to the region, all fitted among the rocks. Over 700 fir trees of 15 varieties grow as they never did in virgin forests. Clover lawns are like deep carpets. Many varieties of mosses, ferns and rockery flowers, some imported from Europe and the Swiss Alps, grow in profusion.

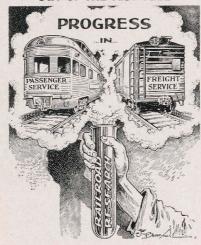
People living below soon noticed the color that was painting the once drab mountain, came up the road Ohme had built to investigate, and

(Continued on page 14)

Seven

GREAT NORTHERN RAILWAY-A GREAT WAY TO TRAVEL

OUT OF THE TEST TUBE



Railroad Hour

Radio Mirror, a leading radio fan magazine, has conferred its annual award of merit on The Railroad Hour as the favorite musical show on the airways in 1951. The same magazine designated baritone Gordon MacRae, star of The Railroad Hour, as radio's favorite male singer.

During the summer months, The Railroad Hour features Gordon Mac-Rae and soprano Dorothy Warenskjold, accompanied by Carmen Dragon's orchestra and a mixed chorus directed by Norman Luboff, in a new series of original musical dramas. "Right Dress" will be heard on June 16; "The Little Minister" June 23; "Springtime in Paris" June 30.

The Railroad Hour, sponsored by the Association of American Railroads, is presented every Monday evening over NBC radio at 8:00 PM Eastern Time; 7:00 PM Central Time; 9:30 PM Mountain Time and 8:30 PM Pacific Time. GN Speeds up Freight Service

A reduction of 24 hours in delivery time of freight from the Twin Cities to the Pacific Northwest and Spokane is now in effect on Great Northern Railway.

Delivery of shipments from Saint Paul and Minneapolis to receivers in Seattle and Portland now is being made on the fifth morning instead of the sixth as heretofore. Delivery in Spokane is made on the fourth rather than the fifth morning.

This faster Great Northern service also applies to traffic coming into the Twin Cities from the east by connecting rail lines, with delivery in Seattle and Portland on the sixth rather than the seventh morning from Chicago, and Spokane delivery on the fifth rather than the sixth morning.

Fargo-Moorhead Sleeping Car Service

Set out Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead, during the period June 1, 1952, through September 30, 1952, will be operated by Great Northern Railway under the rotating plan which alternates such service for four month periods between Great Northern and Northern Pacific railways.

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

First class rail tickets reading via Northern Pacific between Saint Paul-Minneapolis and Fargo-Moorhead and points beyond will be honored in Great Northern sleeping car.

Eight



Grand Forks area Homemakers enjoyed coffee and doughnuts at the Betty Service Cooking School. Saint Paul Dispatch-Pioneer Press photo.

North Dakota Homemakers Travel GN

Thirty-six members of the Grand Forks County, North Dakota, Homemakers Club recently traveled on Great Northern's streamlined Red River to Saint Paul, Minnesota, to attend the Betty Service Cooking School conducted by the Saint Paul Pioneer Press-Dispatch, to shop at Twin Cities department stores, and for general sightseeing. Miss Lucille Brown, Grand Forks, North Dakota, with the assistance of Great Northern personnel, arranged the threeday trip.

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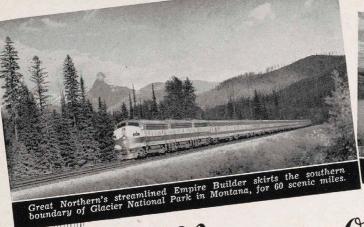
r.

Mrs. John Scott, Sr., of Gilby, North Dakota, called "Grandma" Scott, who is 88 years young proved to be the most vivacious and enduring Homemaker of the group. She was enthusiastic about the cooking school, city tours, luncheons and train rides, and set a fast pace during various shopping expeditions.

When the Red River pulled out of the Twin Cities on the return journey, the girls' fun wasn't over. They had a good time all the way back and other passengers aboard the Red River joined in the gaiety. All 36 Homemakers participated in an impromptu fashion show, modeling the new clothes they had purchased.

An English couple, who left the Red River at Saint Cloud, thanked the Homemakers for a glimpse of how much fun American women can have.

Nine





The scenic gorge of scaling Co Vista Point is in the nee. A

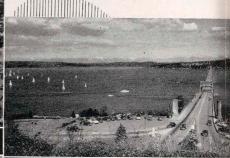
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Rustic Paradise Inn in Washington's Mount Rainier National Park. Josef Scaylea photo.



Lake Washington floating bridge in Seattle, Washington. Scaylea photo.



Lake McDonald Hotel, near the western entrance to Glacier National Park in the Montana Rockies.



Spectacular 1 -to-the from Lo dass in



nic gon mighty Columbia river.



Fabulous Timberline Lodge, a mile high on magnificent Mount Hood in Oregon. Photo-Art photo.

ton Tour

PACIFIC NORTHWEST -GLACIER NATIONAL PARK

Comfort and luxury at economy rates are featured in a new series of 13-day pre-arranged Great Northern Pacific Northwest tours which will leave Chicago each Sunday from June 22 through August 24. Rail fare on Great Northern's streamlined Empire Builder and Western Star, sightseeing trips,

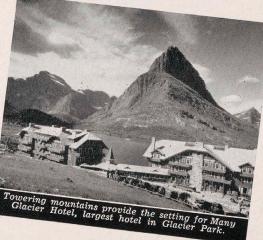


(Continued on page 12)

Special Pass in Glacier National Park.



Colorful gardens of the world-famous Empress Hotel in Victoria, British Co-lumbia, Canada.



GN Appointment



Reed

Appointment of Henry E. Reed, Jr., as assistant geologist for Great Northern Railway, is announced by A. J. Haley, chief geologist for the railway's Mineral Development Department. Mr. Reed will headquarter at Williston. North Dakota, center of

extensive oil development in western North Dakota and eastern Montana.

Recently a geologist with the Amerada Petroleum Corporation at Williston, Reed previously was associated with the Oil and Gas Journal, published at Tulsa, Oklahoma, and the Century Geophysical Corporation there. He is a graduate of Williams College.

GN ECONOMY TOUR

(Continued from page 11)

rooms and meals at some of the Pacific Northwest's most noted resorts, and a water cruise to Victoria, capital city of British Columbia on Vancouver Island, are included at one low cost.

The motor coach trips cover the world-famous Columbia River Highway from Portland to Mount Hood in Oregon, and from Seattle through the Puyallup Valley to Mount Rainier National Park. A two-day visit to Glacier National Park in the Montana Rockies, including the drive across the Continental Divide on spectacular Going-to-the-Sun Highway, has been added to this season's itinerary.

Twelve

Tours of Portland and Victoria, with a trip to the famous Butchart Gardens, as well as a land and water tour of Seattle with a trip through the Government Locks, Lakes Union and Washington, are included in the schedule. From Seattle the vacationists cruise briny waters to Victoria aboard Canadian Pacific steamers among the hundreds of wooded islands which make Puget Sound one of North America's most interesting waterways.

Included in the tour cost are overnight accommodations at Multnomah hotel in Portland, and Olympic hotel in Seattle, rooms and meals at picturesque Timberline Lodge high on Mount Hood, Paradise Inn at Mount Rainier, and at Lake McDonald hotel and Many Glacier hotel in Glacier National Park. Luncheon stopovers during the sightseeing trips are also made at distinguished Empress hotel in Victoria, Columbia Gorge hotel and at Glacier Park hotel.

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These economy tours leave Chicago each Sunday afternoon during the season on the Empire Builder and return on the Western Star, which serves Glacier Park. Individual reclining seats with leg rests are reserved in spacious day-night coaches on both streamliners. All sightseeing arrangements and hotel accommodations are ticketed in a convenient coupon book. Passenger representatives are assigned to each train to make dining car reservations and assist tour passengers.

Other Great Northern tours, prearranged for independent travelers include Glacier National Park in combination with Banff, Lake Louise and other beauty spots in the Canadian Rockies, and a tour which features visits to both Glacier and Yellowstone National Parks.



Complete Coverage

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There was considerable commotion in a small community out West when it appeared that a wire had fallen across the main street and was holding up traffic. No one dared to touch it in case it should be "live." The news reached the editor of the local newspaper and he acted promptly. "Send down two reporters" he ordered, "one to touch the wire and the other to write the story."

Good Bet

Uncle Henpeck: "You youngsters of today want too much money. Do you know what I was getting when I married your aunt?"

Nephew: "No, and I'll bet you didn't either."

How True

First little boy in hospital ward: "Are you medical or surgical?"

Second little boy: "I don't know. What does that mean?"

First boy: "Were you sick when you came or did they make you sick after you got here?"

Pop's Helper

Wife: "John, I think a burglar's trying to open the dining room window!"

Husband: "Good! That's one way of gettin' the damn thing open."

'ow's That?

The gentleman from London with a distinct Cockney accent was catching his first glimpse of New York's skyline from the giant liner.

"Look," said his American fellow passenger, pointing to Miss Liberty, "New York and Liberty—as American as the bison itself."

"Well, my eye," exploded the Britain, "do you claim the jolly old bison as your own too?"

"Sure," the American replied. "The bison is a species of the American Buffalo."

"Ho-ho," laughed the Londoner, "if I didn't always think the bison was something to wash your 'ands in."

Simple

Wearily handing the menu back to the waiter, the diner said "Just bring me a good meal." The waiter did so, and upon leaving the diner gave him a generous tip.

"Thank you, sir", said the waiter, "and if you got any friends what can't read, jes' send dem to me."

Something Old Something New

Rose: "I think your husband is wearing a new kind of suit."

Lily: "Not at all."

Rose: "Well, he looks different."

Lily: "It's a new husband."

Thirteen

GN Driver-of-the-Month



Eschler

For disregarding his own safety when others were in dire need of assistance. Leonard Eschler. truck driver for Great Northern Railway for 171/2 years was recently "Driverof-the-Month" by the Montana Motor Transport Association.

Breaking his way through drifts from Shelby, Montana, in what has been called the worst blizzard of the past several winters, Mr. Eschler pulled two ears, whose occupants held little hope for rescue, out of the ditch, and led them to safety.

On his return trip, breaking trail for a three truck convoy, Eschler came upon a Canadian car which had overturned. A lady passenger had broken her arm and needed immediate medical attention. Using tire chains, the car was pulled back on the highway and taken to Four Corners, 17 miles north of Shelby. Although the Highway Patrol had declared the road from Four Corners to Shelby closed, Eschler managed to get the injured woman to Shelby, and to a doctor.

The nomination of Leonard Eschler for selection as "Driver-of-the-Month" was submitted by C. G. Reeder, Great Northern Truck Supervisor, Great Falls, Montana, at the suggestion of Mrs. L. Pellet, owner and operator of the Pellet Cafe at Four Corners.

Eschler holds an eight-year safe driving award from the National Safety Council.

Fourteen

Reserved Coach Seats on Western Star

Individual seats in 48-seat Day-Nite coaches on Great Northern's streamlined Western Star, trains 3 and 4, will be reserved for revenue passengers only (including children under five years of age) at no extra charge during the summer travel season June 15 through September 10, as follows:

Westbound: From Chicago, Saint Paul and Minneapolis to Great Falls, and stations west thereof; from Great Falls to Glacier Park-Belton, Spokane and stations west thereof; from Glacier Park-Belton and Spokane to Seattle and Portland.

Eastbound: From Seattle, Portland and intermediate stations to and including Spokane to Belton-Glacier Park, Great Falls and stations east thereof; from Belton-Glacier Park and Great Falls to Williston, and stations east thereof.

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Also between other stations when journey is 500 miles or more. Coach seats will not be reserved for travel for less than 500 miles until 24 hours prior to date of departure from starting point. Non-reserved seat coaches will also be available on the Western Star.

OHME GARDENS

(Continued from page 7)

marveled. The fame of this unusual beauty spot spread and visitors came in ever increasing numbers.

During the war when Ohme lacked time to devote to the many visitors, he decided to charge admission in the hope they would stay away. They came in ever greater numbers, and now his gardens are as remunerative as his orchards. The 50-cent admission fee for adults helps extend his planting. Children are admitted free.



Mountain View Lodge

Swansons' Mountain View Lodge, located in the Cabinet Range of the Rocky Mountains near Troy, Montana, on Great Northern's main line, is an ideal base for those who would fish, hunt, ride, hike, climb or indulge in other recreations identified with life at a western resort or ranch.

Constructed of hand-hewn logs, the Lodge accommodates 20 guests. Gracious appointments capture the spirit of the pioneer home while offering the utmost in beauty, comfort and convenience. Bedrooms are decorated with motifs of various countries including Hawaiian, Swedish, Mexican, Chinese, Persian, Bavarian, French and Indian, giving an international flavor in a homelike atmosphere.

Accommodations are on the American plan with home-cooked meals to please the most discriminating. Smorgasbord is featured every Sunday. Special entertainment includes movies, dinner dancing, bridge, canasta and bingo.

In 1951, an arts and crafts program proved so successful it is being continued and enlarged this season.

Courses are offered in ceramics, sculpture, drawing, painting, weaving and painting of textiles, June 20 through August 31. The fee is \$15.00 for a two-week course of six sessions. Outstanding artists, chosen for teaching ability, will give instruction according to the individual's abilities and interests.

Fifteen

Election



Houlihan

The City Passenger Agents' Association of New York City recently elected John J. Houlihan, CPA, L&N, to serve as president for a one year period starting September 1.

Other officers named are James S. Zilai, CPA, CRRNJ, 1st vice

president; Thomas V. Simmons, CPA, D&RGW, 2nd vice president; Gerald E. Phelan, PR, NYC, secretarytreasurer.

Canadian Exchange Restrictions Lifted

There are now no restrictions or regulations governing the amount or form of United States or Canadian funds which may be taken into or out of Canada.

The exchange rate for U. S. funds in Canada varies in accordance with the forces of supply and demand in the same way as the rate for Canadian funds in the United States.

U. S. currency can be used as conveniently as Canadian currency to pay for merchandise and services in Canada. When the spread between the rates for Canadian and U. S. funds is small it is the usual practice for merchants to accept U. S. currency at par with Canadian currency. Any bank in Canada will be glad to exchange U. S. and Canadian currency at the prevailing market rate.

Taxes paid by the railroads of the United States in 1951 were twenty-seven times greater than they were in 1900.

Sixteen

Havre-Great Falls Motor Bus Service

Great Northern Railway daily motor bus schedules now in effect between Havre and Great Falls, Montana, are as follows:

Southbound	Northbound
12:45PM Lv Havre	Ar 11:45AM Ly f11:23AM
f1:05PM Lv Laredo f1:18PM Lv Box Elder	Lv f11:10AM
1:35PM Lv Big Sandy f2:10PM Lv Chappell	Lv 10:53AM Lv f10:18AM
2:33PM Ly Fort Benton f2:53PM Ly Carter	Lv 10:00AM Lv f 9:35AM
3:30PM Ar Great Falls	Lv 9:35AM Lv 9:00AM

Buses make convenient connections at Havre with eastbound and westbound Empire Builder trains 1 and 2 for passengers to and from Great Falls. Rail transportation is interchangeable and will be honored on buses.

Conscience Contribution

As Great Northern Railway's 63rd annual meeting got under way in Saint Paul, recently, a special delivery letter was handed to F. L. Paetzold, secretary-treasurer.

He opened the envelope, and out fell one \$100 bill and four 50's. With the money was a note reading, "Please accept enclosed. Signed Conscience."

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Mr. Paetzold reported it was the largest single "conscience" contribution in the railway's history.

Rainier National Park

The National Park Inn at Longmire, offering overnight accommodations and meal service, and Ohanapecosh Hot Springs Lodge, are open for the season in Rainier National Park in Washington.

A ski tow will operate at Paradise, Saturdays and Sundays, as long as snow conditions permit. Paradise Inn and Lodge are scheduled to open on June 21.



An estimated 1,500,000 persons visited the Pacific Northwest Travel Association exhibit at recent travel shows.

Pacific Northwest Travel Exhibit

A completely new and attractive display booth, sponsored by the Pacific Northwest Travel Association, has been exhibited at 1952 travel shows held recently in Chicago, Detroit, Minneapolis, Des Moines, Saint Louis, Los Angeles and San Francisco.

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The display was staffed by representatives from Pacific Northwest states aided by railroads which serve the territory, including the Great Northern, in supplying literature and personnel. The Pacific Northwest

Travel Association represents the states of Washington, Oregon, Idaho, Montana, North Dakota and Wyoming, and the Canadian province of Alberta.

It is estimated that a million and a half people saw the display at the seven travel shows at which it was exhibited. Attendance at every show has broken records this year, and those who staffed the display reported unusually heavy interest in the varied vacation attractions of the Pacific Northwest.

Alaska SS Service

Sailings of Alaska Steamship Company passenger vessels during the 1952 season, are scheduled from Seattle at 3 PM daylight saving time,

rather than 4 PM as in the past. The company provides twice-weekly service, with boats leaving Seattle, Wednesdays and Fridays.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Montana Gala Days

Gala Days, is sponsored annually by the Mountain Trails Saddle Club. to call attention to the western hospitality of the "Year Around Vacation Land" at Whitefish, Montana, on the main transcontinental line of Great Northern Railway.

The 1952 Gala Days, to be staged June 28 and 29, will begin with a parade comprised of hundreds of horses, decorated floats, fraternal delegations in full dress, bands, drill teams and mounted posse, all to be led by entries in the Gala Days Queen contest. The most outstanding of these horsewomen entries will be crowned queen of the event.

A parade will lead to the O-Mok-See (games on horseback) grounds for an afternoon of Western entertainment on June 29.

Glacier Park Train Service

During the 1952 Glacier National Park season, June 15 through September 10, GN trains 3 and 4, the streamlined Western Star, will stop at Glacier Park Station for five minutes only. The public address system at the station will be used to inform passengers not to leave the platform during the short stop period.

Effective June 15, the Omaha-Billings-Great Falls sleeping car will operate from Chicago, and will be handled on CB&Q trains 19 and 6, between Chicago and Omaha. This sleeping car will operate through to Glacier Park Station during the period June 29 through September 1, and will be handled on the Western Star, trains 3 and 4 between Great Falls and Glacier Park.

New York Circle Tours

During the 1952 season through October, Circle Line Sightseeing Yachts, Incorporated, New York City, is operating its fleet of five specially constructed vachts in daily and Sunday sightseeing service around the Island of Manhattan.

Each guided cruise takes about three hours and affords the visitor a comfortable and convenient way to see many points of interest in the world's greatest city, including the Port of New York and the Statue of Liberty.

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Sailings are scheduled from the Hudson River Pier at the foot of West 42nd Street at 10:30 AM and 2:30 PM, with 6 PM evening cruises through Labor Day. Charter vachts are available to groups for cruises in New York Harbor, excursions on the Hudson River and adjacent waters.

Aboard the Western Star

Recent passengers aboard Great Northern's streamlined Western Star between Saint Paul and Seattle, en route to the Pribilof Islands in Alaska, were 22 representatives of the Fouke Fur Company, Saint Louis, Missouri. The group will spend the summer hunting seals under the supervision of the United States Fish and Wildlife Service, and preparing the skins for auction by the United States Government at the Saint Louis Fur Market later this year.

The Pribilof Islands in the Bering Sea are the natural breeding grounds for approximately 90 per cent of the remaining fur seal herds. Only three-year-old males may be taken.

Eighteen

Glanings Members of the Veterans' Associa-

tion of the Great Northern Railway reported deceased during May, 1952. are: Charles N. Blodgett, clerk, Virginia, Minn.; John R. Bailey, engineer, Havre, Mont.; Roy C. Berg, switchman, Hillyard, Wash.; Frank H. Bailey, agent, Grafton, N. D.; Chas. L. Eckman, engineer, Moose Lake, Minn.; Carl E. Hanson, water service foreman, Spokane, Wash.; Carl M. Mickelson, clerk, Fargo, N. D.; Alexander H. Mootz, switch foreman, Minneapolis, Minn.; Thomas E. Mayer, brakeman, Grand Forks, N. D.; John H. Mayer, dispatcher, Great Falls, Mont.; Ralph Petrette, crane operator, Spokane, Wash.; Benjamin A. Ross, clerk, Seattle, Wash.

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Members reported pensioned during May, 1952, are: John H. Adams, passenger brakeman, St. Paul, Minn.; Earl J. Bracken, assistant cashier, Butte, Mont.; Wesley B. Herrington, conductor, Klamath Falls, Gordon R. Ingebritson, switchman, Sioux City, Iowa; Francis E. Josephson, locomotive engineer, Hansville, Wash.; Louis D. LeMire, general foreman, St. Paul, Minn.; Frank W. Newell, engineer, Whitefish, Mont.; William L. Pollock, signal maintainer, Sauk Centre, Minn.; Richard C. Rasmussen, agent, Arlington, S. D.; Harry H. Smith, conductor, Dunseith, N. D.

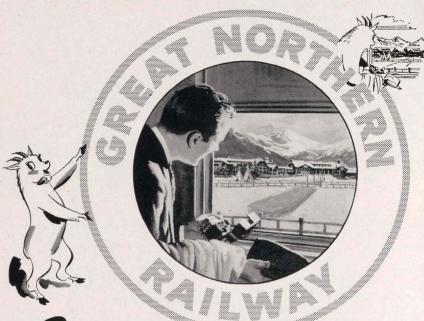
Tacoma, Washington, will be host to the 1953 spring conference of the Pacific Northwest Trade Association. The organization is comprised of business and industrial leaders throughout Washington, Oregon, Idaho, Western Montana, British Columbia and Alaska.

The 6th annual Pacific Automotive Show has been scheduled at Portland, Oregon, March 5-8, 1954. The event, which is not open to the general public, is expected to draw 40,000 visitors from 11 Western states, Alaska, Canada, Hawaii and Latin America.

Passenger train service has been discontinued on GN's line between Crookston and Warroad, Minnesota. Local freight trains, daily except Sunday in each direction, will handle express for stations on this branch line.

Richard G. Baumhoff, feature writer for the St. Louis Post-Dispatch, recently traveled on the streamlined Empire Builder between Chicago and Havre, Montana.

Nineteen



Scenery's Great Northern

Both trains connect in Portland and Seattle with streamliners to and from California.

Empire Builder Western Star



STREAMLINERS DAILY BETWEEN CHICAGO
AND SEATTLE—TACOMA—PORTLAND VIA
ST. PAUL—MINNEAPOLIS AND SPOKANE

* Western Star only serves Glacier National Park daily June 15 through September 10

Form 6009 6-52

Printed in U.S.A.

The Great Morthern GOAT

JULY 1952





Trick Falls at high water. In dry seasons, water pours from a fissure near the base.



Two Medicine Lake from the beach near Two Medicine chalet. Mount Rockwell at left.



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A THE R P. LEWIS CO., LANSING, MICH.

The Continental Divide at Logan Pass s summit on Going-to-the-Sun Highway.



Glacier Park's majestic mountains encircle the serene beauty of Upper St. Mary Lake.



Spectacular Going-to-the-Sun Highway westward from Logan Pass.



Shimmering Lake McDonald reflects the beauty of the western slope of the Rockies. U. Sherman Blake photo.



All-Expense Motor Coach Tours in Glacier Park

The summer visitor in Glacier National Park can choose his favorite mode of travel to explore what the National Park Service has designated as "one of the most spectacularly scenic portions of the whole Rocky Mountain range". The endless variety of this million-acre area can be sampled by highway, on hiking trails or saddle horse trips.

For the first-time visitor a comprehensive motor coach tour is probably the best introduction. Whether he is a first-time or frequent visitor, every traveler generally repeats the trip over Going-to-the-Sun Highway, considered one of the most magnificent mountain roads in the world. This trip is included on even the shortest of the all-expense tours.

Motor coach tours connect daily at both eastern and western entrances of Glacier Park with Great Northern's streamlined Western Star. Hotel rooms and meals, motor coach transportation and Federal tax, as well as sightseeing launch trips, are included in costs which begin at \$23.05 for the one-day tour. Longer tours vary in price from \$37.76 to \$81.16. There is no additional rail fare for stopovers in Glacier.

The short tour begins with an afternoon ride from Glacier Park Hotel to Trick Falls and Two Medicine Lake where a launch excursion affords splendid views of vari-colored Rising Wolf, Rockwell, Rising Bull, Red Mountain and many other peaks. Dancing and entertainment during the evening at Glacier Park Hotel.

Next morning, visitors leave for the memorable trip over Going-tothe-Sun Highway and the Continental Divide at Logan Pass. This is a constantly changing panorama of strangely carved peaks whose rose and crimson, green, blues and golds are reflected in clear glacial lakes; shimmering glaciers and snow fields contrasting with flowery mountain meadows and spruce forests where silver waterfalls plunge out of the green to great valleys below. The trip ends with luncheon at picturesque Lake McDonald Hotel, on the shores of Glacier's largest lake, and another scenic drive to meet the Western Star at the west entrance. Eastbound passengers from California and the Pacific Northwest cover the same highlights of the Park but begin their tour at Lake McDonald to meet the Western Star at Glacier Park Station at the eastern gateway, the following afternoon, after visits to Trick Falls and Two Medicine

The longer tours add a stay at popular Many Glacier Hotel in the heart of one of Glacier's most scenic areas, where visitors have time for hiking, launch rides, fishing or saddle horse trips. Several tours include a drive across the international boundary to Canada's Waterton Lakes National Park with a stopover at famous Prince of Wales Hotel.

Vacationists who wish to spend more time in either park can reach any of the hotels by motor coach and use them as bases for hiking, riding, camping or fishing trips. Glacier is noted as the finest trail park in the National Park system, with more than 1,000 miles of well-marked trails, easily graded so that the most confirmed sidewalk hiker can enjoy some of the thrills of the mountaineer.

Weekly hiking trips to Sperry Glacier and shorter daily excursions are conducted by ranger-naturalists during the summer season. Wilderness Trail Trips, authorized by the National Park Service, operates a series of camping tours for hikers, (Continued on page 6)

Three



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No. 7

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IVAN A. COPPE, Editor J. M. HAGEN, Assistant Editor

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

The Goat's Cover



Throughout Great Northern territory from the Great Lakes to Puget Sound, sailboating is a popular sport.

Independence Day, 1952

When Jefferson penned the inspiring words of the Declaration of Independence in 1776, a democratic nation was conceived in the minds and hearts of our forefathers. Delegates from each of the Thirteen Colonies boldly signed the document, knowing full well that should the Revolutionary War fail, they would be executed for high treason. years later, after many courageous colonists had sacrificed their lives in bloody battle, the new nation's independence was established.

Because those leaders were stalwart and honest of purpose, we are today endowed with many freedoms: freedom of worship, freedom of speech, and the "unalienable rights of life, liberty and the pursuit of happiness". Each July 4th, we celebrate this independence and every day of our lives we enjoy the unbounded liberties which have been our precious heritage.

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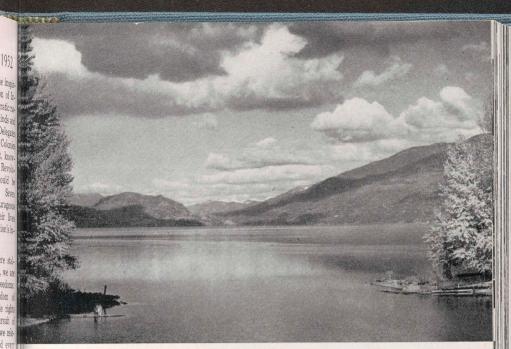
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But as we mark the 176th anniversary of the Declaration of Independence, it appears that our freedom is being taken for granted and that conscience has grown dull. It has become the habit to belittle the ideals upon which our nation was established and to condone inefficiency, sharp practice and even flagrant dishonesty.

As the entire free world looks to the United States for leadership in the struggle against the forces of totalitarianism, the cause would be helped immeasurably were we to regain something of the honesty, the high character and the burning patriotism that led the men of '76 to victory.

Four



Whitefish Lake in Montana, a 7-mile long body of fine fishing water. Photo by Lacy.

Fishing in Montana's Lakes and Streams

To the sportsman, Montana's title of "Treasure State" does not mean gold or copper but trout—and plenty of them. More than 7 million trout were taken last season and the state conservation authorities predict an even better fisherman's year for 1952.

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The state's 1,500 lakes and 15,000 miles of streams are open for the season. Montana's rich waters are kept in prime condition by 17 fish hatcheries which rear more than 25 million fish annually for re-stocking purposes.

In addition to every variety of trout, including the delectable grayling which is rare everywhere but in Montana, the state is rich in many other species. Walleye and northern pike, whitefish, sturgeon, yellow perch, crappies and catfish are plen-

tiful, and fine salmon are taken in many of the lakes and reservoirs like the lake formed by Fort Peck Dam.

One of the most famous trout streams is Sun River in the Lewis and Clark National Forest near Great Falls. In this region, too, rainbow, Loch Leven, and whitefish are at their best. Great Falls, Montana's largest city, is served directly by Great Northern's streamlined Western Star.

Anglers who stop over at Whitefish, Montana, for even a short fishing interlude can take whoppers right in Whitefish Lake, a 7-milelong body of fine fishing water. Mackinaw trout up to 36 pounds have been taken here, and 20-pound-

(Continued on page 8)

Five

Minneapolis Aquatennial



Frank Beddor and his Great Dane "Rowdy" ride an aquaboard.

New Orleans has its Mardi Gras; Saint Paul its Winter Carnival; Portland its Rose Festival; Seattle its Seafair and Minneapolis—the "Aquatennial"—a copyrighted name describing the big civic celebration staged for ten days each year in July. All of Minneapolis is prepared to be host at the 1952 civic festival July 18 through 27 which will emphasize wholesome outdoor recreation and thrilling entertainment.

A week before Aquatennial officially opens, a powerboat point-marathon begins at Bemidji near the source of the Mississippi River. This unusual speed classic generates international interest as it moves down the river toward Minneapolis.

Parades equal any in the country. The grand opening spectacle is scheduled for July 19 and the illuminated night parade July 23. The theme, "Summertime Fantasy", promises to turn Minneapolis into a fairyland.

An innovation this year is the Sa lute to Scandinavia. Three visitors one each from Denmark, Norway an Sweden, will visit Minneapolis a guests of the people of the Uppe Midwest who entered a contest saying why they wanted a friend or relative from the old country to come to Minneapolis.

The Aqua Follies, world's moselaborate water show, will be staged at Theodore Wirth pool each evening, with two shows on Saturdays Interdenominational outdoor religious services will bring the famed 60 voice choir from the U.S. Nava Base at Pensacola, Florida. Coronation of the Queen of the Lakes for 1953 will take place July 25, with the Hormel Girls Caravan in ful array.

Railroad Hour

During the summer months, the Railroad Hour, heard each Monday evening over NBC radio under the sponsorship of the Association of American Railroads, features a new series of original musical dramas by Lawrence & Lee starring baritone Gordon MacRae and soprano Dorothy Warenskjold.

Programs scheduled during Julyare "The Necklace", adapted from De Maupassant, July 14; "Love Song", a musical love story, July 21 "The Pirate of New Orleans", the story of Jean Lafitte, July 28.

GLACIER PARK (Continued from page 3)

covering some of the most beautifu sections of the park which are accessible only by trail.

Saddle horses are available at Two Medicine Chalets and at all the hotels, from which guides conducted group trips of half a day, one of two days, to some of the outstanding wonders of both parks. Independent camping and saddle trips may also be arranged.



Upper right: Diamond S Ranchotel, a modern resort hotel on a Montana ranch.

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Natural hot springs, outdoor and indoor pools and steam baths are features at Diamond S.

Diamond S Ranchotel

Something different in western vacations is in store for visitors to the Diamond S Ranchotel at Boulder, Montana. As the name implies, the resort is more than just an ordinary ranch. It is a modern 60-room hotel combined with an 1,800-acre working ranch, and natural hot springs with indoor and outdoor pools and steam baths. Open the year around, the hotel is uniformly heated by hot springs that bubble forth at temperatures of from 175 to 187 degrees.

Diamond S Ranchotel is not a dude ranch. Here in the scenic Elkhorn Range of the Montana Rockies are all the comforts and conveniences of a modern hotel. Situated at an altitude of 5,000 feet it is a resort for everyone; families, elderly people and the younger set. The massive block-long building with all facilities under one roof is so arranged that guests who wish a quiet and leisurely time can have it undisturbed.

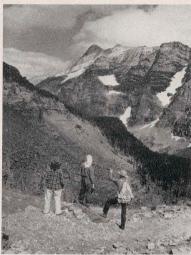
Jaded appetites soon respond to the delicious home cooked meals. To insure the best and most nutritious food, the adjacent ranch supplies milk, cream and butter, and raises its own hogs, beef and veal.

There's no lack of activity at Diamond S. Fishing, swimming, hiking, riding horses either in the open or along mountain trails with cowboy guides as wranglers are but a few

(Continued on page 22)

Seven

Hiking in Glacier Park



Lincoln Pass, looking toward Gunsight Pass and Mount Jackson.

First of Glacier National Park's trail passes—Swiftcurrent—is now open to hiker traffic.

It is reported that there is less snow in the high mountain areas of Glacier Park than during any previous summer period since the war. However, hikers on Swiftcurrent Pass Trail skirt and cross snowbanks. The Pass is over the Continental Divide between Columbia River and Hudson Bay drainage headwaters. The 15-mile trail connects the McDonald Valley with Many Glacier.

New feature in the park this season is a self-guiding one-third mile nature trip near Avalanche Campground called the "Trail of Cedars".

The self-guiding nature walk starts at Going-to-the-Sun Highway where there is a conveniently located box containing descriptive leaflets. These identify 27 different features including various trees, flowers and ferns.

The shaded trail is through a stand of large western red cedars.

Glacier's naturalist program is now underway with illustrated lectures at the hotels and information service center. A full program of campfire talks and trail trips to such spots as Hidden Lake, Iceberg Lake, Grinnell and Sperry Glaciers is scheduled regularly during the park season.

Granite Park and Sperry Chalets, which opened on July 1, are mountain hotels reached only by hiker and horseback trails.

Tongue-Twisters

Tricky names of Washington rivers present no problem to the sportsman. He merely remembers that the Snohomish, Skykomish and Stillaguamish rhyme with "fish" and has no trouble finding them.

Ranking among the most famous trout and steelhead streams on this continent, these and many other fishing waters are less than an hour from Seattle or Everett. Both cities are served daily on the transcontinental schedule of the streamlined Empire Builder and Western Star. Everett and other popular salt and freshwater fishing centers along Puget Sound are also quickly reached by Great Northern's streamlined Internationals on the route between Seattle and Vancouver, British Columbia.

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FISHING IN MONTANA (Continued from page 5)

ers are the rule rather than the exception. Ranches and guides in this area will also make arrangements to meet fishing parties at Whitefish for trips to Glacier Park and National Forest waters.

The city of Whitefish offers excellent hotel accommodations, including Northern Rocky Chalet, popular winter sports resort. Whitefish is served daily by the Empire Builder and Western Star.

Eight



Great Northern's new motor bus between Great Falls and Havre, Montana. Great Falls Tribune photos.

Havre-Great Falls Motor Bus Service

Great Northern Railway now provides motor bus service between Havre and Great Falls, Montana, connecting at Havre with westbound and eastbound Empire Builders, GN trains 1 and 2. Great Northern rail tickets are honored on this bus.

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The new General Motors bus has an overall length of 35 feet, has foam rubber, full reclining seats for 37 passengers, and is air conditioned. Upholstery is rust mohair. Lower interior trim panels are vinyl covered with decorating moulding. Upper center panels are of perforated Masonite. Luggage space totals 238 cubic feet. The exterior is in Great Northern's familiar orange and green with fluted aluminum siding.

Southbound the bus leaves Havre daily at 12:45 PM and arrives Great Falls at 3:30 PM. Northbound leaves Great Falls daily at 9:00 AM, arrives Havre 11:45 AM.

Intermediate stops are made at Big Sandy and Fort Benton, with flag stops scheduled at Laredo, Box Elder, Chappell and Carter in both directions.

Nine

GN Vets Convene



Left to right: Mrs. Oliver Holcomb, Mr. Holcomb, V. P. Turnburke.

Some 1,300 members of the Veterans' Association of the Great Northern Railway met in annual convention June 14, at the Radisson Hotel in Minneapolis, Minnesota. The visitors, each a Great Northern employe with 25 years or more service, came from throughout the United States but principally from the ten states the railway serves.

L. W. Scott of Minneapolis was renamed president; J. C. Sullivan of Saint Paul, vice president; J. H. Hoelscher, Saint Paul, secretary-treasurer.

During the morning business session, Mrs. Oliver Holcomb of Kelly Lake, Minnesota, presented to the railway, an oil portrait of James J. Hill, "The Empire Builder" and founder of Great Northern, which she painted. Mrs. Holcomb is the wife of a Great Northern locomotive engineer. The portrait, to be placed in GN's Minneapolis passenger station, was accepted for the railway by V. P. Turnburke, vice president, executive department.

Faster GN Freight Service

A reduction of 24 hours in delivery time of freight eastbound from the Pacific Northwest and Spokane to Minneapolis, Saint Paul and Chicago is now in effect on Great Northern Railway. Earlier in June, the railway effected similar reductions in delivery time westbound from Chicago, Saint Paul and Minneapolis to Spokane and Pacific Northwest cities.

Freight shipments from Seattle and Portland are now delivered to receivers in Minneapolis and Saint Paul on the fifth morning instead of on the sixth, and shipments from Spokane are delivered on the fourth morning rather than the fifth.

Great Northern's faster eastbound freight service also applies to traffic destined for Chicago, with delivery there on the sixth rather than on the seventh morning on shipments from Seattle and Portland. Delivery in Chicago from Spokane is now on the fifth rather than the sixth morning.

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Idaho Kokanee

Even the most inexperienced angler can catch from 20 to 30 Ko-kanee. This variety of land-locked salmon is abundant in Pend Oreille, Idaho's largest lake, better known for its record-breaking Kamloops trout.

Kokanee is a favorite delicacy of gourmets and if you can't eat all you catch, the Sandpoint, Idaho, sportsmen's canneries will smoke the fish and send it home for you.

The attractive resort city of Sandpoint is on the main route of GN's streamlined Western Star, and but a short trip by regular interurban services from Spokane, which is served daily by both the Western Star and Empire Builder.

Ton



Seattle Sightseeing

Gray Line Sightseeing Company of Seattle, Washington, offers a wide range of tours of the city and adjacent area, ranging from two hours to two days duration, during the summer vacation season.

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One of the most popular and comprehensive tours is a four-hour, 50mile land and water cruise. By land, this tour takes in many picturesque spots including the Metropolitan tract; statue of Chief Seattle; Woodland Park; Chinatown; beautiful homes of Queen Anne hill; Arboretum; Rose Gardens; University of Washington campus; Lake Washington Boulevard; world's largest float-George Washington bridge; Memorial Bridge; Civic Stadium and many other points of interest in and around the Queen City of the Pacific Northwest.

The water portion of the tour is made aboard Gray Line's famous "Sightseer". Waterwise, passengers traverse Salmon Bay; Lake Washington; Elliott Bay; Lake Union; Portage Bay and the Lake Washington Ship Canal via the government locks. This tour begins daily at 9:30 AM, 10:30 AM and 2:00 PM.

A two-hour Marine Tour, leaving daily at 10:30 AM, covers the busy waterfront; Smith Cove; Lake Washington Ship Canal; Salmon Bay Fishing Terminal; government locks; Naval Station; Fort Lawton and a drive along Magnolia Bluff viewing the busy harbor.

An early evening "Sunset Tour" includes Harbor Island; Alki Point Lighthouse; Puget Sound with the Olympics in the background; Totem

(Continued on page 22)

Eleven



Snow-covered Heavens Peak looms above Going-to-the-Sun Highway in Glacier National Park.

> Moraine Lake, Valley of Ten Peaks, in Banff National Park, Alberta.

Al Athabaska, 11,6 National Park Bob Bishop p

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CANADA'S GREATEST NATIONAL PARKS

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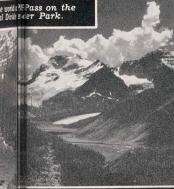
A launch plies tranquil Lake Josephine in Montana's Glacier National Park.



Lacy Cameron Falls in Canada's Waterton Lakes Park.



Vast Victoria Glacier above sublime Lake Louise in the Canadian Rockies. Don Knight photo.

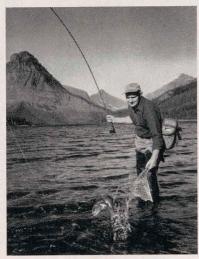


rnt Athabaska, 11,452 feet. Jas-Oper National Park, Alberta. Bob Bishop photo.



Looking back toward Bow Lake from Mount Chefron, Banff National Park, Alberta.

Glacier Park Fishing



Trout fishing in Two Medicine Lake.

Glacier Park's more than 200 lakes and countless streams offer the angler unlimited opportunity for varied sport. Many of the best fishing spots can be reached on short hikes from hotel centers, with some located right at the site of the hotels or on the route of the motor coach tours which connect daily with Great Northern's streamlined Western Star.

Especially well stocked with rainbow, eastern brook and cut throat trout are Swiftcurrent, Josephine and Grinnell lakes near Many Glacier Hotel; Two Medicine Lake at Two Medicine Chalets; St. Mary Lake on the tour route, and Lake McDonald where Lake McDonald Hotel is situated. No fishing license is required in the park and tackle may be purchased or rented for fifty cents a day at the hotels and chalets.

GLACIER PARK

(Continued from page 12)

Cities or other stations any day during the summer travel season aboard Great Northern's streamlined Western Star.

Leaving Chicago daily at 11:15 PM, the Western Star skirts the scenic Mississippi River for over 300 miles to the Twin Cities of Saint Paul and Minneapolis, then through Minnesota's "Land of 10,000 Lakes" to the Red River Valley of the North, the wheatlands of North Dakota and the cattle country of Montana. From Glacier Park Station, eastern entrance, to Belton, Montana, western gateway, the rails parallel the southern boundary of Glacier, America's most spectacular national park, for 60 breath-taking miles. Tour members detrain at Belton, and transfer to motor coaches for Lake McDonald Hotel. Dinner and lodging is provided at this western inn on the shore of Glacier's largest lake.

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Following breakfast, a motor coach trip over spectacular Going-to-the-Sun Highway, crossing the Continental Divide at Logan Pass, descending through snow capped peaks and deep green valleys to Many Glacier Hotel, center of park activities.

Two full days including meals and lodging are spent at Many Glacier Hotel. Diversions and recreation are varied and may include hiking, boating, lake and stream fishing and saddle horse trips. Launch cruises on Swiftcurrent and Josephine Lakes are included in tour cost.

Leaving the Many Glacier region the tour proceeds via Blackfeet and Chief Mountain Highways to distinguished Prince of Wales Hotel in Canada's Waterton Lakes National Park adjoining Glacier on the north. Time is available for golf, saddle horse rides or an afternoon cruise on

(Continued on page 16)

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Mike: "Where did you meet your wife?"

Jake: "In a Travel Bureau."

Mike: "Were you going somewhere?"

Jake: "No! But she was looking for a vacation and I was the last resort."

Qualify?

A 42 waist measurement, 42 chest, 96 around the golf course and a nuisance around the house.

Opportune

Doc: "It's a good thing you came to me when you did, my good friend."

Bill: "Why, Doc? Yuh broke?"

Whopper

Harry: "I hooked a fish last week so big that it pulled the boat out to sea, and I couldn't get back to shore for two days."

Mac: "A mere minnow! I caught one so heavy, pal, that when we pulled him in he sunk the boat."

Val: "I was standing on shore one day when I caught one that was really big. We had to pull him in with a wrecking truck winch, and when we got him ashore the whole island sunk."

Silence

It was their 25th wedding anniversary and the man of the house started out to his office as usual. "John", his wife called. "Don't you know what day this is?"

"Yes, indeed I do", said John.

"Well, how are we going to celebrate it?" persisted his wife.

"Sure and I don't know, Maggie," said John, scratching his head in puzzlement. "How about two minutes of silence?"

Search

Patricia: "You bad boy, don't you dare kiss me again."

Johnnie: "I won't. I'm just trying to find out who has the Scotch at this party."

Settled

Boss: "There's \$12.00 gone from the cash drawer, Miss Brown. You and I are the only ones who have a key to it."

Miss Brown: "Well, let's each put in \$6.00 and say nothing about it."

* * * No Deadlines

Jim: "Have you heard that one of the new prisoners has been made editor of the prison newspaper?"

Ed: "No! But he'll certainly be able to say a lot in one sentence."

Fifteen

"ONE NATION INDIVISIBLE"



Washington Flowers

Rhododendron bushes as big as trees line the highways and climb the green mountainsides of western Washington, spreading a carpet of pink, deep rose, white and purple across the state. The blossoms of the official Washington state flower may be seen carved in glass panels in the lounge-observation car of the streamlined Empire Builder, whose route between Chicago and the Pacific Northwest covers much of the scenic area where the rhododendron grows in wild luxuriance.

According to an official study on recreational and fish and wildlife benefits prepared by the Regional Office of the Bureau of Reclamation, approximately 870,000 game fish, 118,000 pheasants and 87,000 ducks are bagged annually on Federal Reclamation reservoirs and project lands in the Pacific Northwest.

GLACIER PARK

(Continued from page 14)

Waterton Lake. The night is spent at Prince of Wales Hotel.

The following day is spent en route to Banff Springs Hotel in Bow River Valley. A luncheon stop is made at Calgary, Alberta. Two days at Banff Springs where the beauty of the Canadian Rockies contrasts sharply with the magnificent hotel. Recreation includes a sightseeing drive of the area, sulphur swimming pools, tennis, golf, canoe trips, or just relaxing amidst the mountain grandeur.

Three full days at famed Chateau Lake Louise set in a ring of snow-crested peaks, just east of the Continental Divide. Side trips may be made to the vast Columbia Icefield, largest body of ice south of the Arctic, or to Moraine Lake and Valley of Ten Peaks.

Leaving Lake Louise, the route is through thrilling Yoho Valley and Kicking Horse Pass to Emerald Lake. In the afternoon, a motor trip to Field, B. C., where connection is made with the Canadian Pacific's eastbound Dominion. Then through the world famous spiral tunnels of the Canadian Rockies, across the ranging prairies and golden grain fields of western Canada and North Dakota, arriving at Minneapolis and Saint Paul in early morning. Passengers en route to Chicago leave Saint Paul via the Burlington Morning Zephyr, arriving Chicago 2:40 PM.

Included in one economical cost is round trip rail transportation; Pullman accommodations; motor coach transportation; twin bedrooms with private bath at all hotels; all meals starting with dinner the first day at Lake McDonald to luncheon the last day at Emerald Lake, with the exception of lunch at Calgary and meals on trains.

Sixteen

GREAT NORTHERN RAILWAY-GREAT FOR FREIGHT

Newport Ho

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The first Derby is u bor in S sports fish of over 3,0

Newport pleasure v and offering ermen and putting ou Eight vin offshore

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Newport Harbor in Southern California is home port for nearly 5,000 pleasure vessels.

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Inset: Boat crews bait up, help land the fish, and clean them.

Midsummer in California

The first annual Deepsea Fishing Derby is underway at Newport Harbor in Southern California, and sports fishermen are making hauls of over 3,000 Barracuda a week.

Newport, home of nearly 5,000 pleasure vessels, is staging the derby and offering \$10,000 in prizes to fishermen and fisherwomen aboard boats putting out from six of its landings.

Eight varieties of fish which feed in offshore waters count in the derby; Bluefin Tuna, Yellowtail, White Sea Bass, Skipjack, Bonita, Barracuda, Halibut, and the Albacore, the "chicken of the sea" which ranges in great schools.

"Livebait" boats put out from Newport with limited loads of "day cus-

tomers". These boats are large, comfortable craft, with lounges and lunch rooms, and are equipped with two-way radio, depth recorders, direction finders and other gimmicks to help find the fish. The livebait boat is ideal for the novice who merely wants the experience of a short ocean trip and the hooking of saltwater fish. Boat crews furnish tackle, bait up, help land the fish, and clean them.

The famous "Symphonies Under the Stars" opening July 15, continues for eight weeks in Hollywood Bowl, huge open-air amphitheater in the hills above the movie studios. World famous conductors including Bruno Walter and Dimitri Metropoulos di-

(Continued on page 18)

Seventeen

GN Traffic Department







Richardson

Tilton Hunter

L. A. Richardson, Great Northern Railway commercial agent at Saint Paul, Minnesota, has been named to fill the newly created position of agricultural and industrial agent at Ephrata, Washington, in the heart of the area being developed by the Columbia Basin Irrigation Project. He will assist in agricultural and industrial development in the Basin, which Great Northern serves.

Richardson, with Great Northern service dating to 1936, worked on track and engineering crews before World War II duty in the Army. He became tracing clerk in the Chicago freight traffic office in 1942, tracing clerk at Seattle in 1946, city freight agent in Duluth in 1947, traveling freight agent at Saint Paul in 1949, and commercial agent in Saint Paul early this year.

Newly appointed commercial agent at Saint Paul is W. Leo Tilton, traveling freight agent at Minot, North Dakota for the past five years. From 1937 to military service in World War II, he was a clerk in the railway's freight traffic department in Saint Paul, and then served as city freight agent at Seattle and Duluth.

Succeeding Mr. Tilton as traveling freight agent at Minot is R. R. Hunter, chief clerk in the office of the assistant general freight and passenger agent at Great Falls, Montana, since 1949. Previously Mr. Hunter served in other capacities at various Montana points.

Eighteen

Cowboy Painter Memorial Museum

Western fans can capture much of the spirit of early ranch days when they visit Great Falls, Montana. The city has set aside the home and cabin studio of Charlie Russell, famous cowboy painter and sculptor, as a memorial museum where his sketches, books and letters are shown with the many gifts he received from his Indian friends, the equipment he used in his cowpunching days, and other ranch mementoes.

One of the finest collection of Russell paintings is also on permanent exhibit in Great Falls. Gateway to a popular fishing and vacation region, Great Falls, Montana's largest city, is served daily by Great Northern's streamlined Western Star on its route between Chicago and Seat-tle-Portland.

CALIFORNIA

(Continued from page 17)

rect the programs. Only once in 31 years has the series been interrupted by rain.

In a valley of olive and palm trees and bright flowers between Los Angeles and San Diego, so close to the ocean that from the grandstand one can look out over the Pacific, is Del Mar racetrack. The summer racing season opens July 22 and continues through September 6. Del Mar was built by actors Bing Crosby and Pat O'Brien. A daily race special train makes the trip from Los Angeles.

Carpinteria, a pleasant town just a few miles south of Santa Barbara, which boasts "the world's safest beach" is holding a unique ranch festival for travelers passing through July 31-August 3. This is the Lemon and Avocado Festival held by the ranchers themselves, who are on hand to explain the culture of these Subtropical crops to visitors.

THE STREAMLINED WESTERN STAR

Jagged

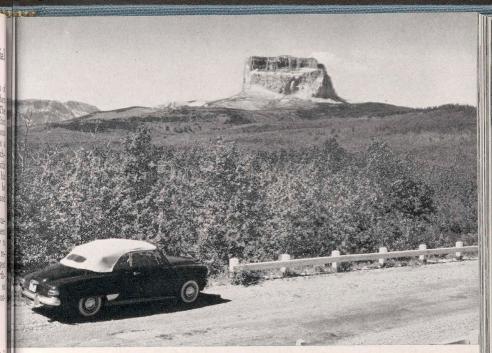
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Chief Mountain illustrates vividly how layers of ancient rock were folded over, now resting on much younger formations.

Land of Shining Mountains

Jagged Chief Mountain in Glacier National Park in Montana, is one of the world's finest examples of an "upside down mountain". Eons ago this area buckled in a great earth convulsion now known as the Lewis Overthrust.

On the stark, almost perpendicular sides of Chief Mountain even the casual passerby can distinguish the layers of sedimentary rock, once the depths of a pre-historic sea, which were forced up, folded over and now rest upon the top of much younger formations. The peaks and valleys of today were gradually carved by

by

are

the storms of centuries, the action of the Ice Ages, the glaciers and the rivers.

At other points in the park strange rock rosettes high on the mountain sides are the fossils of algae formed in that ancient sea. Fossils of fish, clams and oyster shells are also seen in mountain walls, lying under layers of much older rock which was formed before these living organisms appeared in the sea. The many-colored layers of varying rock in Glacier's mountains provide both beauty and interest on motor coach tours of the park.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Appointment



Grinde

Appointment of R. L. Grinde as an assistant general superintendent of transportation for Great Northern Railway at Saint Paul, Minnesota, was effective June 16.

Mr. Grinde transferred to Saint Paul from Whitefish, Montana, where he

was chief dispatcher for the railway's Kalispell division during the past year.

He joined the railway in 1937 and subsequently was telegraph operator, dispatcher, rules examiner, trainmaster and assistant chief dispatcher. Most of his service has been at Whitefish.

Hotel Family Plan

With the increase in the number of families with small children, many families must often deny themselves the pleasure of traveling, due to the added expense of taking the children along. Western Hotels, Incorporated, to meet the needs of such families has adopted a plan which provides that there is no extra charge for children under 14 years of age, when accompanied by their parents.

Under the new "Family Plan", one parent and one or more children occupying one room are charged the single rate. The double rate applies where both parents and their children share one room. Should additional rooms be needed, the single rate applies for each.

Western Hotels, Inc. is a group of hotels in cities in Washington, Oregon, British Columbia, Idaho and California.

Twenty

Glacier-Yellowstone Tour

Two of the largest national parks in the United States can be visited on an 11-day trip, leaving Chicago or the Twin Cities of Minneapolis and Saint Paul any day during the summer vacation season. The tours, arranged for either individuals or groups, leave Chicago for Yellowstone and return from Glacier National Park in Montana, on Great Northern's streamlined Western Star.

A three-day motor coach tour of Yellowstone begins at Billings, Montana, entering the park via the spectacular Red Lodge High Road. The turbulent geyser area, fantastic formations and Grand Canyon are a complete contrast to the serene beauty of Glacier, with its magnificent Going-to-the-Sun Highway.

A five-day visit in Glacier includes the highway tour by motor coach, scenic launch trips and time for fishing, boating, saddle-horse trips and other diversions at Glacier Park and Many Glacier hotels. Two nights and a full day are spent at Prince of Wales Hotel, in Canada's Waterton Lakes National Park, adjoining Glacier.

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Grand Coulee Dam

Installation of the fifth and sixth 65,000-horsepower pumps in the Grand Coulee Dam Pumping Plant is expected to get under way shortly.

Installation of Pumps P5 and P6 will bring the plant to more than one-half ultimate capacity. The six pumps will have a rated capability of 9,600 cubic feet of water per second, which means moving more than 71,800 gallons past a given point in one second, or 259,000,000 gallons per hour.

While the completed plan will contain 12 pumps, two will be for standby or emergency service.



Seattle Centennial Seafair

Residents of Seattle, "Queen City of Puget Sound", will participate in the city's third annual midsummer Seafair civic celebration scheduled August 1 through 10—ten full days of hilarity, frolic, fun, pageantry and sports—beauty queens, pirates, and all the heraldic royalty of the Deep.

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The Seafair, sponsored by Greater Seattle, Incorporated, features a variety of entertainment designed to appeal to everyone, and in the brief period of its existence, has developed into one of the top civic festivals of the nation.

The 1952 Seafair is expected to surpass previous celebrations. Included

is a lavish water carnival bringing nightly performances of the "Aqua Follies", dazzling swim-musical in the unique Aqua Theatre at Green Lake; the glittering Centennial Grande Parade; a brilliant and colorful torchlight parade; regattas and races climaxed by the 45th running of the Gold Cup Race on beautiful Lake Washington; Kids' Day; Fleet Day with a huge naval armada including operating ships of the U.S. Pacific Fleet in spectacular display; sports competitions; street dances, Queen of the Seas coronation; gigantic fireworks display and outdoor pageant depicting the Indian attack on the settlement of Seattle in 1856.

Twenty-one

Vancouver Island Tours



Famed Empress Hotel and Inner Harbour, Victoria, British Columbia. Atkeson photo.

The Gray Line of Victoria, British Columbia, has scheduled Vancouver Island Seaboard Cruise Tours which offer a new and interesting alternative routing between Victoria, on Vancouver Island, and Vancouver on the British Columbia mainland.

The tour combines de luxe sightseeing in Victoria with a 75-mile drive through Vancouver Island's glorious east coast scenery between Victoria and Nanaimo. The route includes the famous Malahat Mountain Drive and Goldstream Canyon. Frequent Canadian Pacific steamship sailings between Nanaimo and Vancouver provide excellent service.

Great Northern's streamlined Internationals make three daily round trips between Vancouver, B. C., and Seattle.

SEATTLE

(Continued from page 11)

Pole; Dumwamish Head; Pioneer Square and the industrial section.

The Olympic National Park Loop Tour is a two-day trip with 9:00 AM departures Wednesdays and Saturdays through August 30. Visitors are thrilled by the snow-clad peaks of the Olympics contrasting with the Pacific beaches.

Twenty-two

Hawaii Hotels

While opening of the Surf Rider Hotel made the biggest splash at Waikiki during the past year, it wasn't the only instance of new housing made available to visitors to the Hawaiian Islands. Other Hawaiian resorts too, have gained new or improved hotel facilities.

In Honolulu there's an increasing number of apartment units within walking distance of Waikiki beach. Hotel Holiday and Surf Lodge are new to this summer's visitors, both offering light housekeeping facilities.

For vacationers trying for low budgets or just looking for quiet, modest rooms, the Maile Hotel, Waikiki, is a new possibility.

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In downtown Honolulu, the Alexander Young Hotel is converting a floor of former offices to ten modernistic suites with a total of 21 new rooms.

Kona Inn, at Kailua, Hawaii Island, has opened its entirely new "Palace Wing", accommodating about 50 additional guests. Hotel Hana-Maui, Maui Island, now is accepting reservations for eight new luxury suites.

DIAMOND S RANCHOTEL

(Continued from page 7)

of the many diversions. In addition to the beauties of Boulder Valley, many points of interest lie nearby including Morrison Cave and Elkhorn, a true Montana ghost town.

Great Northern Railway provides convenient passenger service to Boulder, Montana, via the streamlined Western Star to Great Falls and connecting trains. Transportation is furnished free to guests between GN's Boulder station and the hotel.



Dakota Chamber of Commerce Executives are A. M. Paulson, Valley City, president; Deane Wiley, Williston, vice president; Berkley D. Halstead, Devils Lake, secretarytreasurer.

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RTHERN

The 1953 annual Saint Paul, Minnesota, Winter Carnival is scheduled for the period January 31, through February 8, 1953.

The 58th Annual Convention of the International Apple Association will be held August 4 through August 6, 1952, at the Hotel Jefferson, Saint Louis, Missouri.

Orville L. Brown of Sumner, Washington, was re-elected president of the Puyallup Valley Daffodil Festival for 1952-53. B. D. Elliott of Tacoma was named vice-president, and E. M. Wetherell of the Tacoma Chamber staff was chosen to continue as secretary-treasurer.

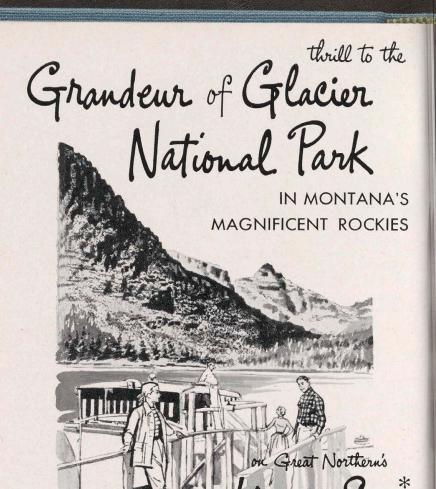
Pacific Northwest reclamation dams, such as Grand Coulee and Hungry Horse, each year attract approximately 1,250,000 sightseers. Recreationists use project facilities for fishing, camping, vacationing, picnicking, hunting, swimming and similar activities about 883,000 days a year.

Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1952, are: Charles M. Bryant, conductor, St. John, N. D.; Oluf Eggen, machinist, Great Falls, Mont.; Thomas R. Jones, locomotive engineer, Long Beach, Calif.

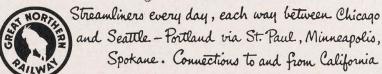
Members reported pensioned during June, 1952, are: Albert O. Carlson, car inspector, Minneapolis, Minn.; Max V. Cebulla, engineer, Havre, Mont.; Claus F. Lembcke, car repairman, Sauk Rapids, Minn.; Lester L. Longrie, switchman, Superior, Wis.; Louis S. Mayer, conductor, Havre, Mont.; Robert McKenna, engineer, Great Falls, Mont.; Michael Noehl, agent, Osakis, Minn.; Jens Ohlsson, engineer, Havre, Mont.; Pearl Paddock, switchman, Minneapolis, Minn.; William J. Price, engineer, Great Falls, Mont.; Dr. William W. Taylor, physician & surgeon, Kalispell, Mont.; Roy E. Webb, engineer, Trentwood, Wash.

Approximately 45 members of the Schmidt Brewing Company's championship Indian drum and bugle corps recently traveled via Great Northern's streamlined Western Star from Saint Paul to Morris, Minnesota and return.

Twenty-three







* The Western Star serves Glacier National Park June 15 thru September 10

The Great Morthern
GOAT

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AUGUST 1957

TO THE SECOND SE



Hawaii's Most Colorful Summer Festival

Hawaii visitors who want variety in their folk dancing can forego the hula these summer weekends. There's a run on kimonos and temple drummers in Honolulu these days when Hawaii's colorful Japanese and natives of Japanese ancestry wrap themselves in bright new oriental robes and throng to temple yards and public parks to dip and shuffle in traditional bon dances honoring their ancestors.

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Beating on booming drums until exhausted, wiry men spell each other in a throbbing accompaniment to the wailing flutes and chanters. Hundreds of men, women and children circle from dusk to midnight around the musicians' towers, decorated with picture-banners and pink paper cherry blossoms. As dancers fall out to rest, others step into their places. Many of the dancers, however, join in just for the enjoyment of the steps and music, or to dance with their friends. Together, they make a spectacle for vacationers and cameramen. Dressed in kimonos and head scarves, they circle hypnotically over the green lawns under strings of lanterns. Sometimes priests chant from the towers. Always the music is that of the Orient.

Drummers are chosen for showmanship as well as ability. At times they steal the show, cavorting comically or pounding the drums with dramatic flourishes.

Vacationers in Honolulu are invited by the Buddhists to attend rehearsals and learn classic dances to Japanese folk songs. If they get caught in the spell of the mass gesturings and are spurred to acquiring a kimono, they may join the circle at full-scale events. If visitors wish to dance in formal programs,

they must out of courtesy bring their own kimonos to slip over their western clothes. Blue and white yukata cloth kimonos, a standard souvenir item suitable for lounge wear back home, sell for about \$6 at dozens of Honolulu stores.

Despite the festival air which has made the modern bon dances social events comparable to American square dancing, bon dancing has a religious significance. The original bon dance, according to Buddhist priests, was performed by a Buddhist disciple whose prayers and giving of alms had rescued his mother and her companions from the miseries of purgatory. So great was his happiness that he literally danced for joy, and all around him joined in.

Title of bon dancing comes from O-Bon or the spirit of Ullambana, an ancestor-worship tenet of appreciation for the blessings the living have received from the dead. The Buddhists believe that, for a brief time each year during the Ullambana season, the spirits of the dead return to earth. This is bon dance time. In preparation, Buddhists visit the cemeteries and refurbish the graves of their departed loved ones. They offer flowers in the temples and decorate their homes and graves with lanterns, symbols of the welcome awaiting the spirits.

Fortunately for Hawaii visitors and islanders, Ullambana time is determined by temple calendars, and Buddhist temples here are individualistic in their reckoning. Some use sun calendars, some use moon calendars and some use the universal calendar. This inconsistency stretches the Hawaiian bon dance season over weeks and weeks.

Three

The Great Northern

Vol. 22

August, 1952

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 J. M. HAGEN, Assistant Editor

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

The Goat's Cover



KIDS AT FAIRTIME

Four-year-old kids Richard Stanley and Arlene Rae Ruth, of Sumner, Washington couldn't hide their fondness for the other "kid", a purebred Nubian goat. Bill Dugovich Photo.

Your Railroads

In the course of a year, Americans make almost 500-million trips by rail, traveling a total of more than 34-billion miles, more miles traveled between cities than by all other forms of commercial transportation combined.

These are amazing figures, but only one of the many hundreds of different kinds of facts that railroads keep track of. These passenger reports start at the ticket offices and it is the same way with other reports that show expenses and revenues, how much fuel is used. how much rail and how many ties are replaced annually, what sort of freight is hauled and how far, etc. The reports start out right on the job, in stations, in terminals and yards, and out on the line all across the country. They move on to the headquarters of each railroad, and at each stop on the way they are checked and re-checked for accuracy, so that when all the figures are assembled, each railroad has a clear picture of its operations.

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These figures are compiled in accordance with accounting procedures prescribed by the Interstate Commerce Commission and are kept under the Commission's inspection and supervision. The statistics of no other industry are subject to more careful supervision and scrutiny to insure accuracy. They are matters of public record and are reported periodically to the public.

In that way there is available at all times, not only to the railroads but to the public, accurate, impartial, analytical information. To the railroads this information is vital in pointing the way toward future progress and improvement, and to the public so everyone may see how the railroads do their job of providing the nation's essential transportation service dependably, efficiently and at low cost.

Four



New York psychologist prefers the stuffed A variety of Rocky Mountain goats and other animals to the live and curious Oreamnos Montanus.

Goats and Gals in Glacier National Park

Some of the events that made Dr. Catharine Burnham's Glacier National Park vacation trip memorable were not what she had expectedlike playing peekaboo with wild mountain goats and wading through snow on July 1, when other localities were sweltering.

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Dr. Burnham, a clinical psychologist with the Veterans Administration in Brooklyn, New York, had three weeks' vacation. She included four national parks in her itinerary before arriving in Whitefish, Montana, via Great Northern Railway. from Great Falls.

With Dorothy M. Johnson, magazine writer who left New York two years ago to live in Whitefish, she spent a week in Glacier, with side trips to Waterton Lakes National Park in Canada and to the justly famous Museum of the Plains Indian in the Blackfeet Indian reservation town of Browning.

High point of the trip was an attempt to reach Sperry Glacier. The two long-time friends spent the preceding night at Lake McDonald Hotel. Next morning, with necessary warm clothing packed in knapsacks, they set out on the six-mile upward trail to rustic Sperry Chalet on horseback, accompanied by a guide. (There are only two ways to get to Sperry. The other one is by hiking.)

(Continued on page 6)

Five

GN Appointments





Norris

Knaff

Walter N. Norris, assistant comptroller of Great Northern Railway, has been named general auditor. Succeeding him is H. J. Knaff, former assistant general auditor.

A. A. Ledegar, V. C. Peterson, and H. C. Healey have been appointed assistants to comptroller. Mr. Ledegar was formerly special accountant, Mr. Peterson tax accountant, and Mr. Healey accountant for miscellaneous companies.

Joining Great Northern as a clerk in 1920, Mr. Norris became assistant special accountant in 1927, assistant statistician in 1929, special accountant in 1936, tax accountant in 1940, and assistant comptroller in 1946. He succeeds V. N. Wahlberg, who died July 2. Mr. Norris was recently elected a director of the Twin Cities Chapter of the National Association of Cost Accountants.

Mr. Knaff has been with the rail-way since 1907. He was appointed assistant special accountant in 1926, assistant general bookkeeper in 1927, general bookkeeper in 1929, general accountant in 1938, and assistant general auditor in 1946.

The National Production Authority has approved construction of Diamond Head Hotel, to be developed at a cost of \$1,118,500, adjacent to the present Coral Strand Hotel at Waikiki, Honolulu, T. H.

GOATS AND GALS (Continued from page 5)

They were the first 1952 guests to register at the cliff-perched chalet on its official opening day, July 1. The staff had arrived a few days earlier to provide bountiful meals and make sure plenty of warm blankets were on the beds.

The New York psychologist and the Montana writer set out after lunch on the three-mile trail from the chalet to Sperry Glacier—but never got there. Reason: too much snow.

They inched across two slanting snow patches on the trail that traverses a steep slope of talus—broken rock weathered down from a mountain peak—and decided they had had enough of pioneering.

They didn't really want to see a glacier, they agreed. Anyway, not that glacier and not just then. They were willing to believe it was up there somewhere, right where it was supposed to be, but they would settle for a picture post card showing what it looked like.

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They picked their way cautiously back across the snow patches, which they named unofficially "Burnham's Folly" and "Johnson's Doom", and went back to the chalet, where an apparently inexhaustible supply of hot coffee was available.

That evening they were startled by a loud clatter on the porch along the front of the chalet's sleeping quarters. Dr. Burnham put her head around the corner and found herself looking into the blank face of an inquisitive mountain goat—one of three that spent several hours thereafter running around the building, delighted with the sound of their own hooves on the wooden porch, or peering in the windows.

Dr. Burnham remarked, "They're probably saying 'My, what tame (Continued on page 14)



New York bound Montana girls upon arrival at Minneapolis on GN's Western Star, left to right: Marlene Walker; Oris Bolken; Yvonne Felton; Betty Granger.

Aboard the Streamlined Western Star

Four Montana high school girls, Oris Bolken of Whitefish; Yvonne Felton of Chinook; Betty Granger of Fort Benton and Marlene Walker of Butte, were recent passengers on Great Northern's streamlined Western Star between Whitefish, Montana, and Minneapolis, Minnesota, en route to New York City.

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The trip was sponsored by Odd Fellows and Rebekahs lodges of the respective communities as part of the Odd Fellows' "United Nations Pilgrimage for Youth". Last year 220 young delegates and their adult leaders from 35 states and two Canadian provinces were sent to observe the United Nations in action. For 1952, the goal is representation

from every Jurisdiction under the Sovereign Grand Lodge, I.O.O.F.

At the U. N. Building, the young people receive briefings by various members of the staff. Organization and functioning of the many branches is explained. They see the official business carried on through simultaneous translations of the proceedings in the five official languages, Spanish, French, Russian, Chinese and English. They also learn how their home communities are related to the affairs of the world.

Delegates must be 16 or 17 years of age and have one or two years remaining in high school, that is, be Juniors or Seniors in September, 1952.

Seven

GN Passenger Train Schedule Changes

Effective July 20, a number of adjustments were made in schedules of various trains on Great Northern's Willmar, Dakota and Minot Divisions.

The northbound Winnipeg Limited, train #7, now leaves Saint Paul 8:10 PM, 10 minutes later than heretofore to allow additional time for connection with CB&Q train #49 from Chicago. The southbound Winnipeg Limited, train #8, now arrives Minneapolis and Saint Paul at 7:10 AM and 7:45 AM respectively, to provide additional time for connections with trains to Chicago.

Revised schedule between Saint Paul and Fergus Falls is as follows, with the same schedule as heretofore in effect, between Fergus Falls and Winnipeg.

No. 7 Daily	No. 8 Daily
8:10 PM Lv St. PaulAr	7:45 AM
8:40 PM Ly MinneapolisAr	7:10 AM
10:00 PM Lv St. CloudLv	5:45 AM
10:49 PM Ly Sauk CentreLy	
11:18 PM Lv AlexandriaLv	
12:12 AM Lv Fergus FallsLv	3:18 AM

Train #28, the eastbound Fast Mail, operates on its former schedule to Minot, N. D., thence on the following schedule between New Rockford, N. D., and Willmar, Minn., thence on the same schedule as heretofore to Saint Paul.

No. 28 Daily

1:37	PML	V I	lew	Rockford
2:30	PML	v F	Iann	aford
4:08	PML	v F	argo	
5:15	PML	VE	Breck	cenridge
6:15	PML	v N	Aorr.	is
6:44	PML	VE	Bense	on
7:25	PML	v V	Villn	nar

Train #4, the eastbound Western Star, now leaves Benson, Minn., at 7:14 PM instead of 7:13 PM.

Trains 209 and 210 between Fargo and Devils Lake now operate on a revised schedule, and train 209 has been rerouted via the main line between Fargo and Nolan instead of via Casselton as follows:

 No. 209
 No. 210

 Daily ex.
 Daily ex.

 Sunday
 Sunday

 7:00 AM Lv Fargo
 Ar 8:50 PM

 8:15 AM Lv Nolan
 Lv 7:30 PM

 1:50 PM Ar Devils
 Lake
 Lv 2:50 PM

Mixed trains 199 and 200 between Fargo and Minot have been changed to operate via Vance, Casselton and Nolan in both directions on the following schedule:

No. 199	No. 200
	Daily ex.
Sunday	Sunday
7:30 AM Lv FargoAr	7:00 PM
9:00 AM Lv CasseltonLv	
2:05 PM Lv New RockfordLv	
6:20 PM Ar MinotLv	6:15 AM

Mixed trains 343 and 344 now operate on Monday, Wednesday, Thursday and Saturday from Fargo and Portland Junction, N. D., as follows, with westbound train 343 making a side trip from Vance to Casselton and return.

No. 343		No. 344
	Ar	2:30 AM
8:27 PM Ly Vance	I let Ly	10.55 PM

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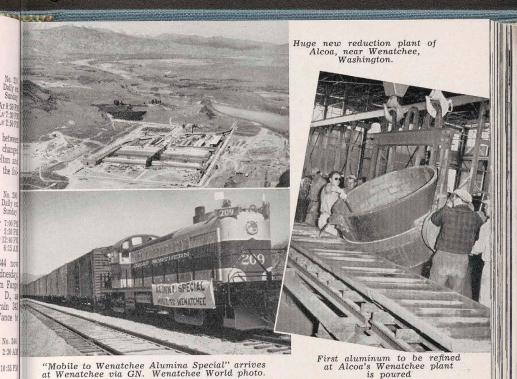
On Tuesday and Friday, mixed trains 343 and 344 now operate between Fargo and Chaffee via Vance and Casselton, leaving Fargo at 6:01 PM, thence on an irregular schedule.

Schedule of mixed trains 341 and 342, daily except Sunday between Breckenridge, Minn., and Larimore, N. D., has also been revised.

No. 341	No. 342
Daily ex.	Daily ex.
Sunday	Sunday
5:05 AM Lv Breckenridge	Ar 10:50 PM
5:10 AM Lv Wahpeton	Lv 10:46 PM
7:15 AM Lv Casselton	
7:45 AM Lv Vance'	
10:50 AM Lv Portland Jct.	
12:55 PM Ar Larimore	Lv 2:30 PM

Mixed train #220, daily except Sunday between Crosby and Minot, N. D., now leaves Crosby at 3:30 AM, one hour later than heretofore, and operates one hour later at all stations, arriving Minot at 8:45 AM.

Eight



America's Newest Aluminum Plant

The first trainload of alumina (aluminum oxide) to be delivered to the new reduction plant of the Aluminum Company of America at Malaga, near Wenatchee, Washing-Great ton, recently arrived via Northern Railway. The 30-car "Mobile to Wenatchee Alumina Special" held 3,600,000 pounds of alumina which constitutes about one month's supply for the huge plant. Bauxite is processed at Mobile, Alabama, and the resulting alumina is shipped by rail to Alcoa's Wenatchee reduction works.

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The huge reduction plant, the first to be built in the Pacific Northwest since the end of World War II, went into limited production of pig aluminum in June. Energization of four

complete pot lines with a total capacity of 170-million pounds of aluminum annually, is scheduled before the end of this year.

is poured

Reduction of alumina into metallic aluminum requires vast amounts of electric power. The alumina, a white powder, fills large aluminum containers, linked into long pot lines. Electricity drives out the oxygen, and the molten metal is drained into molds. The castings, side by side, resemble young pigs getting nourishment from the maternal feeding station, and the product is known as "pig" aluminum.

A rule-of-the-thumb says that 10 kilowatt hours of electricity are required for each pound of aluminum,

(Continued on page 12)

Nine



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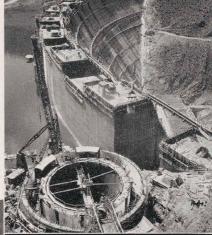
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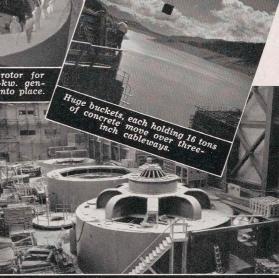


Thirty-five foot diameter glory hole spillway (in foreground) will serve as safety valve for the 34-mile-long reservoir.



transmission line towers are switchyard just downstream from the damsite.

S and more



Interior view of 285,000-kw. power plant shows three generators being assembled. First two units will go into service late this year.

GN Appointment



Mitchell

A. R. Mitchell, Great Northern Railway city freight agent at Philadelphia, Pa., has been appointed traveling freight agent at Winston - Salem, N. C., succeeding A. F. Marlor, who has been transferred Philadelphia as traveling freight agent.

Mr. Mitchell joined Great Northern March 1, 1946 as CFA at Philadelphia, transferring to Cincinnati as TFA later the same year, returning to Philadelphia in 1948.

Railroad Hour

The Railroad Hour, sponsored by the Association of American Railroads, and starring Gordon MacRae and Dorothy Warenskjold, continues its summer series of original musical dramas each Monday evening through August over NBC radio as follows: "A Thousand and One Nights", Scheherazade and Rimsky-Korsakoff, August 4; "The Brownings", two poets in Italy, August 11; "Miss Cinderella", a fairy tale come true, August 18; "Fantaisie Impromptu", Frederic Chopin and George Sand, August 25.

ALCOA

(Continued from page 9)

although the most modern plants better this time-honored formula somewhat. In the Pacific Northwest, Bonneville "juice" costs only two mills a kilowatt hour, or two cents for each pound of pig aluminum produced. The new Alcoa plant is supplied with electric power from nearby Rock Island Dam.

HUNGRY HORSE

(Continued from page 10)

Another ingredient of the concrete is something the workmen call "smoke". It is pozzolan, or fly ash, a by-product of coal used in steam power plants. Pozzolan is shipped in bulk, 70 tons to a car, and last year alone, Great Northern carried 62,169 tons of it to feed the Hungry Horse.

One important ingredient of concrete doesn't come in by rail because it's already there—sand and gravel. Workmen excavate it from the riverbed with a dragline—a 10-cubic-yard scoop so big that you have to look twice, because it seems out of character for such a thing to move.

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The concrete is there to hold the water back. What puts the water to work in making electric power is steel—in machinery, generators and turbines, and plates to make the huge pipes called penstocks. Twenty-seven carloads of steel plates, weighing more than three million pounds, came in to Coram via Great Northern from Geneva, Utah.

Power-producing water will gush through four penstocks—pipes 13½ feet in diameter and 450 feet long—into huge snail-shaped turbines to turn the generators.

The expression, "that's water over the dam," is not going to apply to Hungry Horse. Water won't go over it. Water will go through.

When the reservoir level needs to be lowered to accommodate the spring runoff from melting snow, dam operators will open the three steel river-outlet pipes, eight feet in diameter and 660 feet long, that are imbedded in the concrete.

To meet extreme emergencies in time of floods, they will let excess water down through a 490-foot-deep glory-hole spillway, the deepest in

(Continued on page 14)

Twelve

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A gent was dangling a line in a river, with no bait on it. A passer-by asked: "Why don't you use bait?"

"Never use bait, stranger, fishin' for mamanalees!"

"Mamanalees? What in thunder are they?"

"Dunno. Never caught any!"

Kid Stuff

During a geography class the teacher asked:

"Willie, can you name the principal river of Egypt?"

"It's the Nile, ma'am," Willie said.
"That's right. Now can you tell
me the names of some of the smaller
tributaries?"

Willie hesitated, then smiled. "The juveniles!"

Alarming Isn't It!

When a diner complained that he couldn't eat the soup that had been brought him, the waiter called the manager.

"I'm very sorry, sir," said the manager. "I'll call the chef."

When the chef arrived, the diner still insisted that he couldn't eat his soup.

"What's wrong with it?" demanded the chef.

"Nothing," calmly answered the diner, "I just don't have a spoon."

Look Out!

"What happened, George?"

"Puncture."

"You should have looked out for it. The guide book says there is a fork in the road just about here."

Ouch!

"Grand Coulee" yelled the devout man as he hit his finger with the hammer.

"What do you mean by yelling 'Grand Coulee?" asked his wife.

"That," the man replied, "is the world's largest dam, isn't it?"

* * * *

Jiffy Time

A mother was telling her small daughter how to tell time.

"These are the hours, these are the minutes, and these are the seconds," she said, pointing them out.

Puzzled, the little girl inquired, "Where are the jiffies?"

Short Success Story

A young man called one evening on a rich old farmer to learn the farmer's story of how to become rich.

"It's a long story," said the old man, "and while I'm telling it, we might as well save the candle." And he blew it out.

"You needn't go on," said the youth. "I understand."

Thirteen



GOATS AND GALS (Continued from page 6)

people! Usually they stay way down below where you can't get a good look.'"

Next morning, the two set out to hike back down to Lake McDonald, which was visible from the chalet, six miles away by trail. Miss Johnson waterproofed her shoes with vegetable shortening from the kitchen. Dr. Burnham used cold cream on hers.

Water under the snow on the first half-mile of trail was there, the guide had told them with a grin the day before, "to keep the horses' shoes from getting too hot". It also kept the hikers' shoes from getting too hot, but the emergency waterproofing kept them from getting wet.

On Dr. Burnham's return trip to New York, she traveled on the streamlined Empire Builder as far as Chicago. In a letter to her friend in Whitefish, she commented, "Great Northern knows how to run a railroad—the train was on time all the way."

Fourteen

HUNGRY HORSE

(Continued from page 12)

the world. It has an immense steel ring gate, 64 feet across, that floats on a column of water and can move up or down 12 feet.

Great Northern brought in, among other items, a thousand miles of one-inch pipe that will be buried for-ever. Because cement and water generate heat, and cooling at the normal rate would take 50 to 100 years, the dam has its own built-in cooling system. One-inch pipes are laid on each five-foot layer of concrete, and water is circulated through them. When the cooling is finished, a cement and water paste called grout will be forced through the thousand miles of pipe to harden and stay there.

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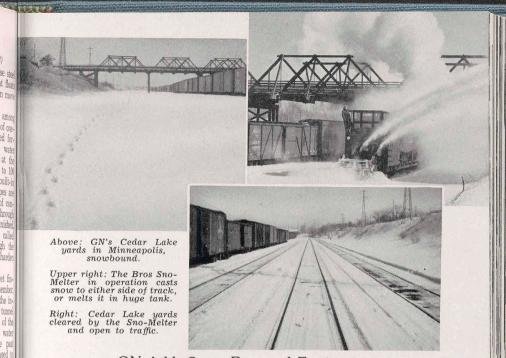
The

Hungry Horse Dam, not yet finished, went to work last September. Steel gates were dropped in the inlet to the 1,180-foot diversion tunnel that had steered the river out of the way. When the gates closed, water storage started. During the past winter, some water was released to give more power to downstream dams along the Columbia River network, including Grand Coulee.

The power house at Hungry Horse is a contractor's dream come true. Power will be produced there six months ahead of schedule, because the U. S. Bureau of Reclamation changed the specifications from reinforced concrete to structural steel. Concrete pouring has to stop in freezing weather, but steelwork can go right on—and it did. The first of four big generators will start making power next October.

Everything at Hungry Horse is on an oversize scale. Pouring concrete is not a matter of toting the mixture around in wheelbarrows and placing it with hand scoops. From five concrete mixers in the single mixing plant, concrete sails out into space 600 feet above the river in

(Continued on page 16)



GN Adds Snow-Removal Equipment

For use in its Saint Paul and Minneapolis yards, Great Northern has added to its snow-fighting equipment, a Bros Sno-Melter, a versatile machine that combines two snow removal methods.

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The Sno-Melter train consists of a rotary plow and 19,000 gallon water storage tank mounted on a 70-ton flat car, steam locomotive and crew car. The heavy duty rotary plow picks up the snow and feeds it into disposal chutes. The chutes are hydraulically controlled and can be rotated 360 degrees to discharge snow up to 100 feet on either side of the tracks.

For snow melting operations, the chutes are positioned to cast snow into the melting chamber of the tank. Here the snow is melted by a steamheated hot water pressure spray. The melted snow cascades to the

storage section of the tank for future dumping. A 350 HP Diesel engine provides power to drive the rotary plow and the pump which handles circulation of the shower spray.

A scarifier, mounted under the bed of the flatcar chassis, breaks up frozen snow and ice between and outside rails to a depth of three inches below the rail. Then on the next pass, the plow picks up the broken material and discharges it into the melting tank.

The wings which feed snow to the rotary plow can be extended to cover 14 feet for removing snow from inter-track spaces. The operator can lift the wings 30 inches to clear trackside objects, or retract them to the side of the plow. A feeder rake can be raised up to eight feet, making it easy to demolish high, hard snowbanks.

Fifteen

GN Blood Procurement Car

Collection of blood for the armed forces on the Red Cross-Great Northern blood procurement car totaled 5,015 pints on the unit's first tour in Minnesota and North Dakota.

The railway blood car, the Richard Vincent Whalen, began operation in Saint Paul on April 1 and completed its first tour in Walker, Minnesota, on June 30. The car was in blood collection service for 59 days in 18 towns and cities during the initial tour, and averaged 85 usable pints per day.

The Richard Vincent Whalen, named for the first Great Northern employe to lose his life in Korea, began its second tour July 14 in Finley, North Dakota. The schedule will include 20 western Minnesota, North and South Dakota points, ending in Watertown, South Dakota, on October 2.

Polio Fund Appeal

Success of the Sister Elizabeth Kenny Foundation fund appeal, opening August 18, is the key to assurance that Kenny Therapist services will continue to be made available to polio victims.

The Kenny treatment is administered by Kenny Therapists, registered nurses and physical therapists who have received at least two additional years of post-graduate training in the Kenny concept and treatment of polio. The Kenny Foundation carefully selects those to be trained in this work and provides scholarships and tuition to make it financially possible for them to devote the necessary years to the course.

The financial help given now to the Sister Elizabeth Kenny Foundation may later enable a loved one or a friend to win the fight against polio because of the Kenny treatment.

HUNGRY HORSE

(Continued from page 14)

four hinged-bottom buckets that carry 16 tons at each trip along three-inch cables and let it down gently at the precise spot where it is wanted.

The cables swoop 2,450 feet from one cliff to the other. One end of each cable is attached to a 52-foot "tail tower" that can be moved by remote control along its own private curved railroad track, 810 feet long. The tail towers could tip over with the tremendous weight of the cable pulling against them, but whoever invented them fixed things so they won't.

Each tower carries a 500-ton block of concrete to keep it from tipping in one direction. On the other side it has two outthrust legs on wheels that run along a separate little track slanting upward on the far side.

Each tower can be moved a few feet or a long distance, depending on where the men down on the dam want their bucket of concrete delivered.

One man operates each cable, bucket and movable tail tower, and he usually can't see what he's doing. He gets his signals by a system of buzzers, flashing lights and telephone from men at the mixing plant or down on the dam. In a wooden tower part way down the cliff, he uses levers to pick up his unseen bucket, swoop it across space and let it down at a designated spot on the growing dam. With more levers, he easily moves the tall tail tower on its private track way up above him.

Great Northern started delivering the dam in a small way—relatively speaking—in 1949, with 270 carloads of materials totaling 23,471,761 pounds. The following year, 1,563 carloads rolled in for unloading at Coram. Last year there was even streeto
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(Continued on page 18)

Sixteen



En route to Winnipeg, Manitoba, Ward County Homemakers tour group prepares to board Great Northern's streamlined Western Star at Minot, North Dakota.

Aboard the Streamlined Western Star

Members of the Ward County, North Dakota, Homemakers Club recently traveled on Great Northern's streamlined Western Star from Minot to Grand Forks en route to Winnipeg, Manitoba.

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The tour party was in charge of Mrs. Eulalie Allen, County Extension Agent for Ward County, assisted by Mrs. Arthur Knorr of Sawyer, N. D., and Miss Brynhild Haugland of Minot, all officers in the Homemakers Club.

En route to Winnipeg, the group stopped off briefly at Grand Forks, where they were taken on a tour of the city and the University of North Dakota campus, including the new Student Union building and field house.

The Homemakers spent two nights in Winnipeg. Sightseeing included the retail and financial section along Portage Avenue, the residential district, the Legislative and Parliament Buildings, Assinboine Park, an inspection of the Royal Canadian Mounted Police Barracks, visits to the city's famed department stores and import shops, and tours through the factory of one of Canada's foremost manufacturers and buyers of ladies wear, and a large baking establishment.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Hand Luggage on the Western Star

For the convenience of passengers on the streamlined Western Star, Great Northern has made arrangements for the handling of handluggage at Chicago, Saint Paul, Minneapolis, Great Falls, Spokane, Everett, Seattle and Portland.

At a convenient time before arrival at these points, porters in Pullman sleeping cars and coaches will tag hand-luggage for detraining passengers and deliver a duplicate numbered claim check for each article tagged. Immediately upon arrival, detraining passengers will proceed to station taxicab stands where their tagged hand-luggage will be delivered to them upon presentation of claim checks. Books, radios, pets, small packages and wearing apparel will not be handled.

Coulee Dam Tours

Daily sightseeing tours from Spokane to Grand Coulee Dam are operated by Okanogan Valley Bus Lines through September 15.

Buses leave Spokane daily at 11:45 AM and arrive at Coulee Dam coffee shop at 2:10 PM. At 2:45 PM tripper buses take visitors to the Vista House for a lecture, and to the powerhouse, headgates, South Dam and other points of interest. The return trip leaves the dam at 5:15 PM, arriving Spokane 8:00 PM.

GN Dividend

A dividend of \$1.00 a share on Great Northern Railway capital stock, payable September 20 to stockholders of record on August 20, was authorized on July 24, by the executive committee on the company's board of directors.

The 1952 Minnesota State Fair will be held August 23 thru September 1.

GN to Build Steel Boxcars and Refrigerator Cars

Construction of 1,000 new steel boxcars, at an average cost of \$6,305 each, has begun at the Saint Cloud, Minnesota, shops of Great Northern Railway.

Twenty complete cars will roll off the assembly lines daily to help transport this year's grain crop and other commodities. Fifty of the new cars will be equipped for high speed movement of express and similar shipments in passenger train service.

Each freight car will weigh about 41,000 pounds and have a load capacity of 128,000 pounds. The other 50 cars will be slightly heavier.

Construction of 50 steel refrigerator cars by Western Fruit Express Company, the railway's refrigerator car subsidiary, has also been authorized. These mechanically refrigerated cars will be used in shipment of frozen foods.

HUNGRY HORSE

(Continued from page 16)

more—2,043 carloads, 334,444,895 pounds.

The whole project is due to be finished December 31, 1953, except for some road building and cleanup jobs.

Hungry Horse will not only produce vast amounts of electric power at the site; it will also increase the power at other dams as far away as Bonneville. By regulating the flow of water in the South Fork of the Flathead River, it will help control disastrous floods all along the Columbia.

Hungry Horse, hauled in by Great Northern, will be the third highest and fourth largest concrete dam in the world.

Eighteen

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

tion of the Great Northern Railway reported deceased during July, 1952, are: Theodore Brus, brakeman, St. Cloud, Minn.; William R. Beard, brakeman, Antigo, Wis.; Seraphin F. Bonaime, agent, Sauk Centre, Minn.; George H. Danzer, clerk, Salinas, Calif.; Lawrence N. Erickson, agent, Denver, Colo.; James L. Houff, engineer, Minot, N. D.; Harry H. Hemenway, B & B foreman, St. Petersburg, Fla.; Oscar W. Kendrick, conductor, Havre, Mont.; Harry G. Morrow, agent, Marysville, Wash.; Anton Olson, section foreman, Wayzata, Minn.; Anthony R. Thorson, joint train baggageman, St. Paul, Minn.; William Wilson, engineer, England; Val N. Wahlberg, general auditor, St. Paul, Minn.; Ernest J. Williams, conductor, Great Falls, Mont.

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Members reported pensioned during July, 1952, are: Martin Berg, engineer, Superior, Wis.: Charles A. Cone, engineer, Troy, Mont.; Frank H. Gorman, conductor, East Grand Forks, Minn.; Howard I. Haman, foreman, Spokane, Wash.; Jacob E. Jenny, relay telegrapher, St. Paul, Minn.; Oliver P. Johnson, general chairman O.R.T., St. Paul, Minn.; John A. Judge, conductor, Great Falls, Mont.; Edmund H. Karnowski, signal maintainer, Carlton, Minn.; Arthur L. Ludwig, conductor, Grand

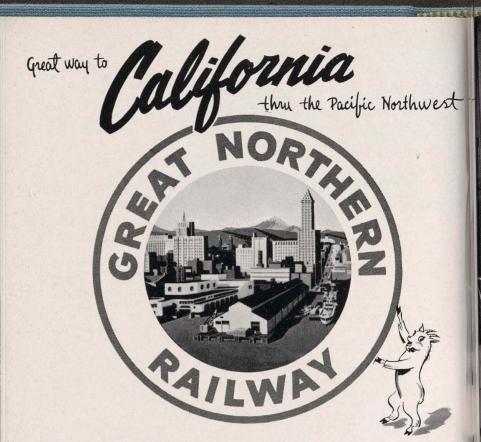
Forks, N. D.; James M. Montgomery, agent, Kalispell, Mont.; Timothy P. O'Connell, general claim attorney, St. Paul, Minn.; Albin W. Ohrlin, conductor, Lengby, Minn.; Thomas A. Ramsay, conductor, Williston, N. D.; Clarence E. Robison, conductor, Breckenridge, Minn.

The chair lift on the The Big Mountain near Whitefish, Montana, on Great Northern's main transcontinental line, is operated daily, from 10 AM to 7 PM for the benefit of summer visitors.

Mr. and Mrs. Fred Frank, and Mrs. Frank's mother, Mrs. Rhea J. Fligman, will make their 32nd annual vacation trip to Great Falls, Montana, via Great Northern during August. Mr. Frank is vice president of the Greenfield Clothing Company in St. Louis, Missouri.

CRI&P train No. 17 operated between the Twin Cities and Kansas City, now leaves Saint Paul at 10:50 PM, 20 minutes later than formerly. The new schedule affords passengers on GN train No. 4, the eastbound Western Star which arrives at Saint Paul at 10:30 PM, ample time to make connections to Kansas City.

Nineteen



SIGHTSEEING'S GREAT

When you travel Great Northern to or from California SEE MONTANA'S ROCKY MOUNTAINS—Massive colorful peaks harboring ancient glaciers.

SPOKANE—Capital of the Inland Empire.

Grand Coulee Dam.

PORTLAND—City of Roses on the mighty Columbia River. Mount Hood.

PUGET SOUND—Seattle, Everett, Tacoma—busy Pacific seaports and gateways to vast scenic areas.

Streamlined comfort in reclining seat Day-Nite coaches, choice of Pullman accommodations. NO EXTRA FARE. Connections at Portland or Seattle with streamliners to and from California.



EMPIRE BUILDER

*WESTERN STAR

Streamliners daily between Chicago-Seattle-Tacoma-Portland via St. Paul, Minneapolis and Spokane. *Route of the Western Star is via Great Falls, Montana.

Form 6009-8-52

Printed in U.S.A.

The Great Morthern GOAT

SEPTEMBER 1952

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Streamlined 85-foot combination U. S. mail-baggage_cars are carried on Great Northern's Empire Builder and Western Star.

Cub Scouts See The Mail Go Through

How railroads handle the United States mails comes in for special attention of Cub Scouts throughout

America in September.

Because "Cub Scouts' Railroad Month" was such a success last year, those in charge of the 1952 program have adopted "The Mail Goes Through" as the theme for September. The Post Office Department and the railroads are cooperating to make "The Mail Goes Through" month a success from an educational standpoint, and on the basis of last year's experience, it is estimated that nearly one million boys, plus leaders and parents will inspect and study Railway Mail Service operations at numerous points throughout the United States.

The importance of Railway Mail Service is shown by the fact that the railroads carry 99 per cent of all non-local mail, including everything from postal cards to parcel

post packages.

United States mail is transported in railway-owned cars, but the Post Office Department specifies the types of railway postal cars required, the route of each car, and the frequency of service. Cars must conform to rigid specifications as to size, construction, interior furnishings and

equipment.

Although the first known instance of mails being transported by train was behind the locomotive "West Point" at Charleston, South Carolina, in 1831, the first permanent Railway Post Office car for picking up, sorting and distributing mail en route was not placed in operation until 1864, the year the Railway Mail Service was established. From that time forward, the route mileage and volume of mail carried by rail increased rapidly. Today, United States mails are carried on more than 8,000 trains daily in every part of

the country. These mail trains travel an aggregate distance of more than 600,000 miles daily. The railroads handle about 30 billion pieces of United States mail a year.

The railroads of the United States own and operate approximately 3,200 mail cars with Railway Post Office facilities. When the amount of mail to be handled on any run does not require a full-sized car, a mail-and-baggage car or mail-and-express car is used. Mail is also carried in more than 5,700 closed-pouch cars.

United States mails are carried on some of the fastest passenger and express trains in the country. In order to maintain fast schedules, these trains stop at only the larger cities en route. However, with the aid of mail cranes, it is possible for thousands of small communities along the routes to have adequate mail service at all times. The mail crane, which is located alongside the track, enables the train to pick up a bag of mail without stopping or even slowing down. As the mail car flashes by the crane, a metal "catcher" arm, swung into position in the doorway by an alert railway mail clerk, neatly grabs the mail sack. Inside the car the sack is immediately opened and the clerks take up the job of sorting, so that when a city terminal is reached, the letters are all in their proper pouches, ready for distribution.

More than 25,000 persons are employed in the Postal Transportation Service of the Post Office Department. Some 15,000 are Postal Transportation clerks who receive, sort and distribute mail in Railway Post Office cars which are known as RPO's. For mail carried in baggage and storage cars, railroads furnish employes to handle, pile and store the sacks and parcels.

(Continued on page 6)

Three

The Great Northern

Vol. 22 September, 1952 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 J. M. HAGEN, Assistant Editor

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

The Goat's Cover



How railroads handle U. S. mails comes in for special attention of Cub Scouts in September.

Your Railroads

A well-known public opinion research organization recently asked men and women from all parts of the country which form of transportation they considered the most important. The majority answered, "The railroads!"

They were thinking, as we are all thinking, of the importance of national defense. It is obvious that only the railroads have the capacity to handle the tremendous transportation job involved in the long-distance mass movements of men and defense materials. In World War II, for example, railroads hauled more than 90 per cent of all war freight, and 97 per cent of all organized military travel.

Equally important is the fact that our peacetime economy is built around the railroad freight train. You may have heard it said that other forms of transportation haul more tonnage than railroads, but the only way you could figure that is to omit the all-important factor of the distance the freight is hauled. In other words, you would have to count a ton of freight moved one mile across town by truck the same as a ton of freight moved clear across the country by rail. When you count both tons and the distance those tons are hauled, you find, according to Interstate Commerce Commission figures, that the railroads last year performed nearly five times as much intercity freight transportation service as all the motor trucks put together.

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The railroads moved more tons of freight, more miles, than all other forms of transportation combined, and did it at charges which average far less than those of any other agency offering a general range of transportation service.

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Barbara's palm-fringed yacht harbor.

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Romantic Santa Barbara

Visitors to Santa Barbara are reminded at almost every turn that this was the social center of the gay, colorful Dons in the days of Spanish California. The city lies about 100 miles north of Los Angeles and is built around a curving beach and yacht harbor. A scenic drive skirting the beach is called Cabrillo Boulevard after the Spanish explorer who landed there in 1542.

Leading back from the ocean is a street that caused the old Dons some little trouble because it traversed a series of gullies and ditches. "Salsipuedes", translated "get-outif-you-can", is the name they gave this street and it is so-called to this day. "Quinientos Street" is close by. In other localities this would be "500 Street". "Indio Muerto" or "Dead Indian Street" and "Punta Gorda"

or "Point Fat Street" are others dating back to the Spaniards.

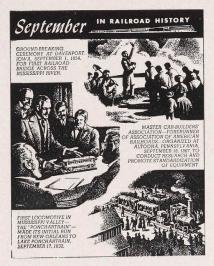
"De la Guerra", literally, "Of the War Street" leads to a beautiful galleried, patioed maze of rooms and cool porchways located in the heart of town. This is De la Guerra adobe, dating back to 1826.

Numerous adobes form quiet, flowery little havens among the downtown buildings. Beside the Post Office is El Cuartel adobe built in 1782 as a Spanish troop quarters. Now it serves as Boy Scout headquarters.

Covarrubias adobe, built in 1817, housed the last meeting of the congress under the Mexican flag. Today it is the clubhouse for the Rancheros Visitadores, a colorful group of

(Continued on page 6)

Five



SANTA BARBARA (Continued from page 5)

horsemen who perpetuate the Dons' ride from rancho to rancho for the annual cattle roundup.

A street called "Los Olivos" leads through an olive grove to Mission Santa Barbara, where altar lights have burned continuously for 150 years.

"El Camino Cielo", or "Street of the Sky", soars up over all, along the ridge of the 4,000-foot mountains walling Santa Barbara to the sea. From this vantage point can be seen the red tiles and white walls of the town laid out below like a toy village. The Channel Islands loom a protective bulwark offshore.

Visitors to California from the East and Midwest may, at little or no extra rail fare, travel in one direction to or from many California points via Great Northern's scenic route through the evergreen Pacific Northwest. The streamlined Empire Builder and Western Star connect with streamliners to and from California at Seattle and Portland.

Columbia Basin Project

Agents of the Extension Service of the State College of Washington are providing settler assistance to new farmers on the Columbia Basin Project under terms of a new three year agreement now in effect between the service and the Bureau of Reclamation.

Assistance will be given new Columbia Basin Project farmers on such matters as planning and layout of farm fields and irrigation systems, technical advice on clearing units, leveling and efficient water use.

The complexity and great size of the Columbia Basin Project requires a much larger and more intensive settler assistance program than is normally expected for smaller projects. Particularly during the early stages of development, when land must be cleared and irrigation systems and farm plans developed, a much greater amount of such assistance is required than is available through the usual county extension program.

By getting each block of the project promptly occupied and fully developed, the landowners will be in a better position to pay irrigation charges, thus speeding up project development.

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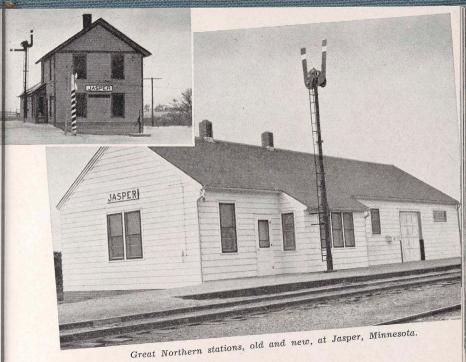
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CUB SCOUTS

(Continued from page 3)

Pictures on page 2, were photographed on Great Northern train number 27, the westbound Fast Mail, at the Saint Paul, Minnesota, Union Depot, with the cooperation of Elmer J. Bornhoeft, General Superintendent, 10th Division, and A. D. McCormack, District Superintendent, District 3, 10th Division, Postal Transportation Service. Cub Scouts pictured are Jeff Keith and Billy Lang, Den 1, Pack 21, West Saint Paul, Minnesota.



GN Streamlined Station

Another of Great Northern Railway's smaller freight and passenger stations to undergo extensive remodeling and modernization recently is the depot at Jasper, Minnesota, approximately 219 miles southwest of Saint Paul.

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Because the old structure was still sound, it was considered practical to utilize part of the original frame in the modernized building. two-story portion of the old depot was cut off and served as the agent's office and passenger waiting room during the remodeling period. The balance of the building was lowered approximately 14 inches by cutting off the bottom of the studdings.

The exterior was re-sided with

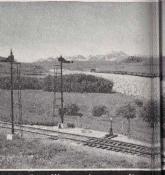
10-inch wide cedar siding and the roof reshingled. New doors and windows were installed. terior was finished with acoustic tile on the ceilings and Nu-wood random-width planking on the walls above plywood wainscoting. New chimneys were erected and oil heat furnished to the waiting room, office and warm room. Floors were covered with inlaid linoleum. Modern rest room facilities are provided.

The freight house was equipped with two overhead doors, one on the east end, adjacent to the highway, and the other on the track side. The outside of the building was painted white with green trim. Replacement of the old timber platform completed the project.

Senen



First segment of old line eliminated by Spotted Robe-Triple Divide relocation. New line segment (in background) is built on fill.



Big fill carrying new line sees maximum height of 65 feet height, 35 feet.

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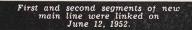
Final spiking job is completed by crew with gasoline-powered spike driver.



Self-propelled multiple ballast tamper was used for tamping of crushed rock ballast.



Cutting back of fill at this point reduced 6 curve to 1.



t Northern Habit

CK REALIGNMENT

at Northern Railway completed in early a realignment of three-and-one-halfof main transcontinental line immedieast of Glacier National Park in the Mountains in Montana.

project, begun last year, was designed onth out a segment of curving line be— Spotted Robe and Triple Divide in ma. This is 17 miles east of the Marias prossing of the Continental Divide, lowest a ssage through the United States Rock—th of New Mexico.

on the new trackage was placed in servceat Northern's main line was shortened (Continued on page 10)



GN's westbound Western Star was the first train to operate over the new line.
Old line in foreground.

Election



Osterbeck

H. K. Osterbeck, Great Northern traveling freight agent Milwaukee. Wisconsin, was recently elected president of the Traveling Traffic Agents Association. The group is composed of railway traveling freight agents who cover the Wisconsin ter-

ritory and headquarter either in Milwaukee or Chicago.

Carl Wibright, B&M, was named vice president; Darrell Koss, Monon, secretary-treasurer; E. C. Goudelock, KCS. director.

Pullman Fares Increased

The Pullman Company has increased its minimum standard lower berth charge to \$5.00, and all Pullman standard lower berth fares which were below this amount have been increased to this minimum. Standard lower berth charges which were formerly in excess of this amount have not been increased.

New minimum rates for various types of Pullman standard sleeping car accommodations are: lower berth, \$5.00; upper berth, \$3.80; duplex roomette, \$5.55; roomette for one person, \$7.00, for two persons, \$8.00; bedroom for one person, \$9.50, for two or more persons, \$11.05; bedroom suite for two or more persons, \$19.00; compartment for one persons, \$11.30, for two or more persons, \$14.45; drawing room for one person, \$15.05, for two or more persons, \$19.00.

Increase also applies from stations in the U. S. to destinations in Canada, and from stations in Canada to destinations in the U. S.

TRACK REALIGNMENT
(Continued from page 9)

by 602 feet. Most important was the reduction of 202 degrees 52 minutes in central angle and replacement of ten curves of up to six degrees each by three with curvatures of one degree, one degree 30 minutes and two degrees.

Another result of the change is the alleviation of wintertime snow drifting conditions at several points. The relocation also permits extension of the Triple Divide passing track, which has been equipped with spring switches, to 7,400 feet.

Grading was begun by Morrison-Knudsen, Incorporated, of Seattle, in 1951, and completed this spring. Excavation estimates included 263,201 cubic yards of solid rock, 94,090 cubic yards of loose rock, and 210,300 cubic yards of excavation common.

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The principal physical feature of the relocation is a fill 6,400 feet long, with a maximum height of 65 feet. The fill, along with cutting back of a hill at the east end, permitted laying of a tangent 7,000 feet in length.

Nearby Willow Creek was diverted from the south to the north side of the new fill. Excavation of the new creek channel provided much of the material for the fill.

Great Northern crews laid 115pound rail on the new trackage. Crushed granite ballast was taken from the railway's nearby quarry at Essex, Montana.

Safety Award

The safety record of Great Northern Railway and its employes in Minnesota was honored for the 10th consecutive year at the Minnesota Safety Council summer meeting in Duluth, August 22.

H. J. Surles, Saint Paul, the railway's general safety supervisor, was presented a Minnesota Safety Council Governor's Safety Award Continuation Certificate for 1951.

Ten

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



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1951

A cyclone hit a farm house just before dawn one morning. It lifted the roof off, picked up the bed on which the farmer and his wife slept and set it down gently in the back yard.

The wife was crying softly. "Don't be scared, Mary," her husband said, "we're not hurt."

Mary continued to cry. "I'm not scared," she responded between sobs. "I'm just happy 'cause this is the first time in 14 years we've been out together."

Let's Go!

The inebriated gentleman demanded to know why he had been arrested. "You were brought in for drinking", the desk sergeant informed him. "Well, if that's the charge", shouted the inebriate, "let's get going."

Naive

Jim: "You don't look so good, old man. What's the trouble?"

Tony: "I got domestic trouble."

Jim: "But, Tony, you said your wife was a pearl."

Tony: "Yeah, that she is. It's the mother-of-pearl that makes the trouble."

Amen!

An attorney and his four-year-old son were walking solemnly home from church when the small boy looked up with a puzzled expression

"Daddy, why do they always say 'amen' when they pray?" he asked earnestly. "Why don't they ever say 'awomen'?"

The lawyer explained as best he could that it was an old established custom, with a Biblical precedent. But the boy seemed unconvinced.

"I think," he said after some consideration, "that it's because all the songs are hymns."

Goin' or Comin'

"How far is it to the next town"? the tourist inquired of an Ozark Hillbilly. "As Paw figgers, it's about 10 miles thar and about 12 miles back" answered the Hillbilly, "which is on account of Paw walking straighter goin' than comin."

Applicable

A London club member was complaining to a friend of the inexperience of his new man-servant. "Ah!" said the film-fan friend, "a clear case of how green is my valet."

Eleven

Bereavement



Ostrander

D. R. Ostrander, Great Northern Railway's general agent, freight department at San Francisco, Calisince fornia. 1946, died suddenly on August 15.

Before going to San Francisco in 1945, Mr. Ostrander was

with Great Northern at Seattle, Washington, for 10 years, serving successively as contracting freight agent, traveling freight agent, and assistant industrial agent.

Railroad Hour

October 6 will mark a double anniversary for the Railroad Hour, for on that date when the railroad industry's radio program returns to its winter format, it will be the opening of the show's fifth year on the air and the beginning of the fifth year for most of the Railroad Hour "family".

Baritone Gordon MacRae starred on the show since its inception. Carmen Dragon, musical director and arranger, has conducted the orchestra since the show's premiere. Norman Ludoff and his chorus are also regulars. Marvin Miller, announcer; Eddie Miller, control engineer, and Bud Tollefson, sound effects engineer, have also been members of the Railroad Hour team since its first broadcast.

September presentations include "Swan Lake", backstage at the ballet, the 8th; "Maestro", music by Sigmund Romberg, the 15th; "The Golden Curtain", love and the opera, the 22nd; "Annie Laurie", the story of Robert Burns, the 29th.

Alaska SS Appointments





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Two Alaska Steamship Company traffic department promotions are announced by H. N. Peterson, general traffic manager of the line. D. R. Renbarger has been appointed general freight agent, and R. C. Rose general passenger agent.

Renbarger, with the Alaska Line continuously since 1928, came up the ranks in the freight office and was assistant general freight agent at the time of his current appointment.

Rose joined the Alaska Line in 1937, and was assistant general passenger agent prior to his new appointment.

Hawaii in October

Pageants, sports events and more visitor activities than ever before are being packed into Hawaii's 1952 Aloha Week festivals. The five resort islands will celebrate the fall carnival of the mid-Pacific. Their parties and special programs cover nearly a month.

Honolulu and Oahu island observe Aloha Week, October 13-18. Hawaii island celebrates the following week. Maui island dates are November 2-8. Little Molokai tentatively plans one big evening October 17. Lauai, the "Garden Isle", has not as yet announced its festival dates, but has indicated it will join in the sixth annual celebration.

(Continued on page 14)

Twelve



Idaho's Lake Pend Oreille

Lake Pend Oreille (pronounced Pon-duh-ray), in Northern Idaho, one of the nation's largest inland bodies of water, is famed for its superb scenery and the big world's record Kamloops rainbow trout which are taken there during the long season, May 1 to November 1. Approximately 50 miles long, Pend Oreille's nearly 500 miles of shoreline afford an unusual variety of mountain scenery.

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In addition to the Kamloops which range up to 37 pounds, the lake is rich in Dolly Vardens, cutthroat, bass, perch, crappie and whitefish. Most abundant are Kokanees, a variety of blueback land-locked salmon, much prized for fine eating qualities. The Kokanee, originally a

salt water species, first appeared in Pend Oreille in the 1930's. It is the only Pacific salmon able to live and mature in fresh water, and is so abundant in Pend Oreille that anglers are permitted a catch of 50 per day. Many visitors have generous supplies of this delicacy smoked and shipped to their homes.

Sandpoint, Idaho, the attractive resort city on the north end of Pend Oreille, is on the main route of Great Northern's streamlined Western Star, between Chicago and Seattle-Portland. This and other popular Idaho resort centers can also be reached in a little over an hour by frequent interurban service from Spokane, which is served daily by both the Empire Builder and Western Star.

Thirteen



Boy Scouts of America, as a "good turn" to the public, are promoting a national campaign urging citizens of America to exercise their franchise and register promptly and vote in the elections this Fall.

The Get-Out-The-Vote campaign is being conducted in cooperation with the Freedoms Foundation. It is entirely non-partisan, without reference to any candidate or party, and has the endorsement of patriotic agencies and civic-minded individuals all over the country.

The right to vote is a privilege and responsibility which must be intelligently exercised if government of the people is to prevail. Boy Scouts will distribute one million posters to stores and offices urging that every eligible person register so as to be able to vote in November. Just prior to election day, November 4, the Scouts will place 30-million Liberty Bell Hangers on the door knobs of homes urging the occupants to go to the polls and vote.

The ballot box is our guarantee of "Life, liberty and the pursuit of happiness". Register and vote!

HAWAII

(Continued from page 12)

The proposed program for Oahu includes, on October 12, a vacationers' welcome in Hawaiian and English language services at 110-year old Kawaihao church and at pre-Aloha Week water sports events. There will be old-style living in the authentic Hawaiian grass village in Ala Moana park, a short ride from Waikiki beach hotels. Hawaiian families will explain island customs, foods and handicrafts. Community celebrations in Oahu's country towns will be featured by visits of the king and queen of Oloha Week.

A super-aloha welcome will be extended to visitors arriving on the liners Lurline and President Wilson, October 15, with costumed townspeople, hula dancers, outrigger canoes bearing Aloha Week royalty, special singing and music. "Aloha Means Hawaii", an international pageant, will be presented in Kapiolani park at the foot of Diamond Head. Songs and dances of all the cultures in the Hawaiian melting pot will be presented on an outdoor stage.

On October 16, pa-u riders, skillful island women wearing flowing skirts and sweeping plumes will parade before vacationers sit down to a luau (native feast). Luaus feature pit-roasted pig, coconut dishes, juicy spears and pineapple, Hawaiian seafoods and entertainment by torchlight. After the feast, ancient musical instruments will be played under the direction of Hawaii's leading exponent.

Hundreds of costumed marchers and several dozen floats will wind through the streets in the International Lantern parade, in which Chinese dragon dancers will prance to popping firecrackers. At hukilaus (old-fashioned net-fishing festivals) everyone helps pull in giant nets which are sometimes filled with hundreds of tropic fish.

Great Northe California, fre traffic office, r tral Bank Bu October 1, to Center Buildin

National Do the National I be observed to 21 to 27. Nat to focus the a Americans or the public to of dogs, their their proper welfare of th

Fred G. C. Washington, rector Generington State. The annual each observed at through 9.

Passenger line from Co Mansfield, Winded. Sale of baggage to town, Doug Touhey, Ma ton, has bee

Fourteen

Great Northern Railway's Oakland, California, freight and passenger

California, freight and passenger traffic office, presently at 611 Central Bank Building, will move on October 1, to Room 807, Financial Center Building. 405 14th Street.

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National Dog Week, sponsored by the National Dog Welfare Guild, will be observed the week of September 21 to 27. National Dog Week seeks to focus the attention of 156 million Americans on the dog, to educate the public to a better understanding of dogs, their place in civilization, their proper care and the general welfare of the dog.

Fred G. Campbell of Wenatchee, Washington, has been named Director General of the 1953 Washington State Apple Blossom Festival. The annual event is scheduled to be observed at Wenatchee, May 7 through 9.

Passenger service on GN's branch line from Columbia River, Wash., to Mansfield, Wash., has been discontinued. Sale of tickets and checking of baggage to Palisades, McCue, Alstown, Douglas, Supplee, Withrow, Touhey, Mansfield, all in Washington, has been discontinued.

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1952, are: Patrick J. Burke, conductor, Sacramento, Cal.; Frederick J. Daubanton, engineer, St. Cloud, Minn.; Carl E. Dennison, agent, Santa Rosa, Cal.; William F. Duwe, engineer, Minneapolis, Minn.; Mrs. Florence K. Facey, journalist, Havre, Mont.; Albert Giltner, joint train baggageman, St. Paul, Minn.; Ernest F. Hoefs, engineer, Minneapolis, Minn.; Arthur T. Mallinger, engineer, Barnesville, Minn.; Eugene E. Nickerson, conductor, Superior, Wis.; Oliver E. Stotroen, district foreman, Minneapolis, Minn.

Members reported pensioned during August, 1952, are: Frank G. Bennewitz, blacksmith, Minot, N. D.; Christopher J. Dahl, master carpenter, Grand Forks, N. D.; James W. Holman, brakeman, Havre, Mont.; Arthur Milito, machinist helper, Williston, N. D.; Fred L. Sells, relay telegrapher, St. Paul, Minn.

A. S. McKenzie, GN's Winnipeg, Manitoba, traveling freight and passenger agent, has been named freight and passenger commercial agent at Winnipeg.

Fifteen



when you travel GREAT NORTHERN'S

* Western Star only serves Glacier National Park daily June 15 through September 10

Empire Builder Western Star*



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

Both trains connect in Portland and Seattle with streamliners to and from California.

Form 6009 9-52

Printed in U.S.A.

The Great Morthern

GOAT

OCTOBER 1952

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Skilled foresters cruise 20,000 acres annually on snowshoes in the selection of cutting areas.

Operation: Christmas Trees



freshly cut tree selected for its bushy foliage and symmetry.



Wide gauge Caterpillar tractors with steel se sleds in tow, pick up bundles of trees.





Trees, which have been processed at a rate of 22 per minute, are dried overnight on special racks.



Efficient packing and shipping method provide fresh trees that will sparkle through the entire holiday season.

Photos by Pix, Inc., NYC.

Chemiov Halvorson

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Chemi-Color "Liquid Life" Christmas Trees

Roy Halvorson of Duluth, Minnesota, has developed an unusual business, that of marketing table-sized, fire resistant Christmas trees all over the Western Hemisphere.

From the original cutting in Minnesota's northern wilderness until the finished product is in the household place of honor in Montreal, Chicago or Honolulu, each step in this unique operation is a realization of a dream Halvorson had some 30 years ago. Each year the business has grown until from a strictly local novelty, in which processing took place in the family basement, it has become a million dollar enterprise. Today, Halvorson owns some 10,000 acres in northern Minnesota and leases another 60,000 to 70,000 acres.

The Halvorson tree is a spruce which grows in an immense bog that stretches nearly 150 miles from a point north and northwest of Duluth to near the Canadian boundary. The soil is poor and few things grow. Spruce can live in this swamp, but because of the crowded stand and poor soil, they cannot prosper, and trunks seldom reach a diameter of more than two-and-a-half inches. They grow to heights up to 25 feet and are scraggly bean poles to within three or four feet of the top. It is this perfect, densely branched tree-tip that becomes a Halvorson Christmas tree.

Far from civilization, trained foresters working on snowshoes in below zero temperatures "cruise" about 20,000 acres a year selecting cutting areas. In late summer, Halvorson starts his prospecting to locate the cutting zone for the current year. Road building crews follow surveyors. With razor sharp axes they fell trees and allow them to fall in the path they have made, forming corduroy roads which can support heavy equipment.

Actual cutting gets underway in September and continues until early December when below zero temperatures render branches and needles too brittle to handle. When the mercury climbs in January or February, operations are resumed and cutting continues to the latter part of May in preparation for the coming Holiday season.

Each tree is selected with an eye to bushy foliage and symmetry. Woodsmen bundle the trees in tens and carry them to the corduroy roads. Wide gauge Caterpillar tractors hauling specially built steel sleds go along the roads picking up bundles left twice daily by woodsmen. Sled loads are transferred to a truck with a Caterpillar drive in the rear, which takes them out of the wilderness to a pick-up point.

In the Duluth plant, trees are trimmed to a uniform size of 36 inches and are dipped in a solution developed by Halvorson called "chemi-color". The trees are colored a rich, forest green, silver or white. In their natural state they are a drab, yellow green. The little trees are then put through a centrifruge which whirls off the excess color solution, after which blasts of moisture-controlled air fan them until the color has been set. The chemi-color solution also makes the trees fire resistant.

Once dry, the butts of the trees are trimmed and metal bases attached. Each base contains a thick liquid, also developed by Halvorson, which is absorbed like sap. This artificial sap—"Liquid Life"—keeps the trees fresh when exposed to warm atmospheres for from one to three months. While the tree is kept in its own storage carton, "Liquid Life" is dormant, but in-

(Continued on page 6)

Three



VOL. 22

October, 1952

No. 10

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

The Goat's Cover



Where or when youngsters took over, no one seems to know, but Halloween belongs to children. Halloween History

Halloween might be called a United Nations holiday, for it combines the superstitions of many countries and peoples. Second only to Christmas in the affections of children, it is anticipated with delight and celebrated with enthusiasm. Yet, few youngsters who engage so vigorously in Halloween activities have any idea of the long tradition back of their pranks.

The holiday pre-dates Christianity, to the time when the British Isles were inhabited by Celts who worshipped pagan gods controlled by their priests, the Druids. The first of November was considered the start of the New Year, and at that time they held a harvest festival to

honor the sun god.

According to ancient lore, on October 31, the last day of the old year, Saman, the lord of death, called together the souls of the wicked dead who, during the year had been forced to inhabit the bodies of animals. Strange and mysterious happenings resulted with these evil spirits at large. To keep the ghostly spectres at a safe distance, people gathered around huge bonfires and told of their experiences, dramatizing their stories with queer noises, trembling shadows and mystic practices. Thus began our modern ghost stories, now traditional of the Halloween observance.

With the Roman conquest of Britain, new customs and beliefs were added to earlier ones. When the Romans adopted Christianity, they wished to designate a special day in honor of each Saint. The supply of days was not adequate to accommodate all the many Saints, and in order to overlook no one, November 1 was set aside to honor All Saints. The night before All Saints' Day was called All Hallows Eve, which in time became short-

ened to Halloween.

Four

THE STREAMLINED EMPIRE BUILDER

American Exp

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Late season

tional Park it and Waterto in Alberta, sales represe Express Cor and travel b the country. The group by William passenger tana, to Glarentana, to Glarentana, to Glarentana, to Morthern's s

YOUR FR

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Belton, Mc

to the Park



American Express Company Travel Agents and escorts near Lake McDonald Hotel in Glacier National Park in Montana.

American Express Travel Agents Tour Glacier Park

Late season guests in Glacier National Park in the Montana Rockies and Waterton Lakes National Park in Alberta, Canada, included top sales representatives of American Express Company's major agencies and travel bureaus from throughout the country.

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The group of 30 persons, headed by William R. Bateman, assistant passenger traffic manager of the American Express Company, Chicago, journeyed from Billings, Montana, to Glacier Park Station, eastern entrance to the Park, aboard Great Northern's streamlined Western Star.

After a visit to Glacier Park Hotel the party continued their trip to Belton, Montana, western gateway to the Park, aboard the streamliner, from where they motored to Lake McDonald Hotel, Many-Glacier Hotel, Rising Sun Camp and Prince of Wales Hotel on Waterton Lakes in Canada.

P. G. Holmes, GN Passenger Traffic Manager and Mrs. Holmes: S. M. Farrell. GN General Passenger Agent: J. S. Jeffries, Manager, Glacier Park Company and Mrs. Jeffries; Howard H. Hays, President, and Fred A. Noble, General Manager, Glacier Park Transport Company, escorted the party on their tour of Glacier Park.

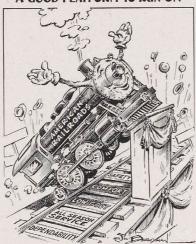
Other points of interest on the month-long trip included Denver, the Royal Gorge and Colorado Springs; Salt Lake City; Yellow-

(Continued on page 6)

Five

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

A GOOD PLATFORM TO RUN ON



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 October 1, 1952 through January 31, 1953.

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, however, operates 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.

AMERICAN EXPRESS

(Continued from page 5)

stone Park; the Canadian Rockies—Banff and Lake Louise; Columbia Ice Field and Jasper Park; Vancouver and Victoria, B. C.; Seattle and Tacoma; Rainier National Park; Columbia River Highway; San Francisco, Oakland, Berkeley, Muir Woods, Yosemite Park, Los Angeles, San Diego and Santa Catalina Island; the Grand Canyon and Santa Fe, New Mexico.

Tour members from American Express Company district offices included R. Allen, Buffalo, N. Y.; Miss M. Andrews, Washington, D. C.; R. W. Atkins, Los Angeles, Calif.; Miss G. Baraban, Boston, Mass.; A. A. Bolt, Miami, Fla.; J. E. Burke, Pittsburgh, Pa.; A. J. Cary, Minneapolis, Minn.; Mrs. G. Coatoam, Cleveland, Ohio; J. F. Fidler, Baltimore, Md.; E. V. Fricker, Philadelphia, Pa.; Miss G. Grygiel, E. Mignard, B. Pendleton, Miss C. Porrino and F. V. Roth, New York City; Miss D. Lesczynski and C. B. McAllister, Detroit, Mich.; R. F. McElliott and Miss M. McMillen, Chicago, Ill.; J. G. Minderman, Cincinnati, Ohio: Miss H. Montgomery, Dallas, Texas; Miss F. Sycafoose, San Francisco, Calif.; J. J. Ward, New Orleans, La.

Travel bureau representatives were Miss E. Boles, Famous-Barr & Company, St. Louis, Mo.; Miss F. J. Burnell, Gimbel Brothers, Philadelphia, Pa.; Miss E. Kinney, Marshall Field & Company, Chicago, Ill.; C. H. McLoon, Thalhimers Travel Bureau, Richmond, Va.; Miss M. Schallers, B. Altman & Co., New York City.

CHRISTMAS TREES (Continued from page 3)

stantly available when the tree is

set up in a warm room.

Halvorson starts shipping trees around the middle of October and they go out by the carloads each day until the week before Christmas.

Six

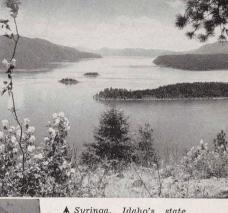
Autumn co winding char highest naviga d'Alene, Idah for camera far river is the s lovely reflect year are resp esque name. Coeur d'Al-Spokane by schedules, is passengers o and Western transcontiner stop daily at between Chi land. The o alone is dec this resort, v 38 modern

commodation

GREAT

purses.





▲ Syringa, Idaho's state flower, frames a panorama of Lake Pend Oreille, the nation's rainbow capital.

Lake Coeur d'Alene is known as one of the most beautiful in the world.

Northern Idaho in Autumn

Autumn colors reflected in the winding channel of the world's highest navigable river make Coeur d'Alene, Idaho, a favorite stop-over for camera fans during October. The river is the shadowy St. Joe whose lovely reflections at all times of the year are responsible for its picturesque name.

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TREES

Coeur d'Alene, only 30 miles from Spokane by frequent interurban schedules, is a popular side trip for passengers on the Empire Builder and Western Star, Great Northern transcontinental streamliners which stop daily at Spokane on their route between Chicago and Seattle-Portland. The one-day color excursion alone is decidedly worth a visit at this resort, where several hotels and 38 modern tourist courts offer accommodations for all tastes and purses.

The St. Joe is unique in the beauty of its own tree-lined channel and because of the miles of shallow lake on either side of the river. Known as the "Coeur d'Alene Slough", this unusual stretch is interesting, not only for its reflection of the changing scene but because its surface in autumn is alive with ducks and rippling circles which show the presence of feeding fish. It is one of the great duck hunting and bass fishing regions of the Pacific Northwest. The National Forest here and the many other lakes and streams are widely known among hunters and fishermen. Streams remain open for trout until October 31, and most of the lakes are open until November 30.

Nearby Lake Pend Oreille, famous for its Kamloops trout, is open (Continued on page 8)

Senen

GN Promotions



Rutquist

Merklin

Herbert A. Rutquist has been named assistant general agent for Great Northern Railway at Portland Oregon, a newly created position. Rutquist has been GN's city freight agent since 1939 and a member of the Portland freight traffic office staff since 1935.

Ralph L. Merklin has been appointed traveling freight agent with headquarters in Portland, succeeding Harry D. Morrison, transferred to San Francisco as general agent. With Great Northern since 1940, Merklin came to Portland in 1947 as assistant chief clerk. The following year he became city freight agent.

New city freight agents in the Portland office are Morton T. Bonney and Laurence L. Moore. Bonney joined Great Northern in 1948 at Seattle, and came to Portland in 1951 as chief clerk. Moore began his Great Northern service last year as stenographer-clerk in the Portland freight traffic office.

TDAHO

(Continued from page 7)

for whitefish and delectable blue backs (land locked salmon) all year. Pend Oreille is the favored fishing water of many sportsmen including Bing Crosby whose lodge is located on Hayden Lake, between Coeur d'Alene, and Sandpoint on Pend Oreille. Hunters find every type of autumn sport as ducks, geese, pheasant, grouse, elk, deer and bear are plentiful throughout the forests and mountains of the scenic Idaho panhandle.

Get Out the Vote

A principal aim of the Boy Scouts of America, that of developing boys to become self-reliant, resourceful, cooperative and public spirited, will be greatly strengthened by a nation-wide "Get-Out-The-Vote" Campaign, sponsored jointly with the Freedoms Foundation. The program is non-partisan, without reference to any candidate or party and carries the enthusiastic endorsement of many of the nation's leaders.

In the first phase, Scouts are placing more than one million posters in public places urging citizens to register so that they can vote in November. Just prior to Election Day, November 4, most of the nation's three million Scouts and Leaders will visit 30 million homes, hanging on each door knob, a Liberty Bell cut-out card which calls to the attention of citizens the importance of voting.

Citizenship is our active membership in the United States of America. It is the relationship between one person and all other persons in the community and the nation. Yet in the 1948 national elections, when 94,092,000 persons were eligible to vote, only 52 per cent went to the polls to cast a total of 48,836,579 votes.

May the Scouts succeed in their efforts to bring the percentage up to a more creditable figure. Their participation in this worthy patriotic enterprise will be a lesson to them in the meaning of participating citizenship that few who take part will ever forget.

Accepting Ha Certificate, L right: W. F. S H. Hemmesch Surles; Joh Budd; C. L. L taine; R. R Enary; M. A koskie; Hon. Patterson, m of the I.O

The safety em Railwa tional recognishment of tion, for its Class A lin district, au Council's A lishing a conficant operate 10 operate 10 or more a The Ha

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taine; R. R. Mc-Enary; M. A. Lu-koskie; Hon. Wm. J. Patterson, member of the I.C.C.

Accepting National Safety Council Award, left to right: A C. L. LaFountaine; A. W. Luecke; Ira G. Pool; H. J. Surles.

Great Northern Awarded Safety Citations

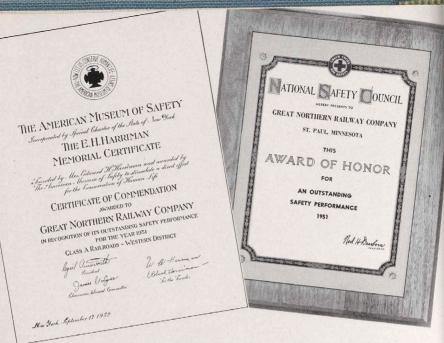
The safety record of Great Northern Railway for 1951 received national recognition in September with presentation of the E. H. Harriman Memorial Certificate of Commendation, for its safety leadership among Class A lines in the nation's Western district, and the National Safety Council's Award of Honor, for establishing a disabling injury rate significantly lower than the industry average. A Class A railroad must operate 10-million locomotive miles or more annually.

The Harriman Award Certificate was presented by James A. Lyne, editor of Railway Age and chairman of the Harriman Award Committee.

at a dinner at the Ambassador Hotel in New York City, September 17. John M. Budd, president of Great Northern, accepted the award for the railway. Other Great Northern representatives at the presentation included C. L. LaFountaine, St. Paul, general safety supervisor in 1951, now retired; H. J. Surles, St. Paul, general safety supervisor; R. H. Hemmesch of Grand Forks, N. D., superintendent, Dakota Division: W. F. Stoll, St. Paul, superintendent of the Dale Street Shops, which had a perfect record without a reportable employe injury all year; M. A. Lukoski, Superior, Wis., roadmaster

(Continued on page 10)

Nine



GREAT NORTHERN AWARDED SAFETY CITATIONS

(Continued from page 9) of the Mesabi Division, where track, bridge and building employees had an outstanding record.

The Harriman Memorial Awards were established in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman. Awards are determined on the basis of official Interstate Commerce Commission records.

The citation from the National

Safety Council, presented to Ira G. Pool, Great Northern operating vice president, by Alfred W. Luecke, secretary, Minnesota Safety Council, was awarded for establishment during 1951, of an employe accident frequency ratio of 4.47, 37 per cent under the industry-wide ratio of 7.08, and a severity ratio of .10 compared with .15 for the industry. Great Northern is one of 19 American railroads working more than 50 million man hours per year.

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Bellingham Centennial

The 100th Anniversary of the founding of Bellingham, Washington, will be observed on December 15, 1952. A Centennial Monument in the form of a 27-foot Totem Pole will be placed in the Court House grounds as part of the observance.

On December 15, 1852, Captain Henry Roeder and Russell V. Peabody landed at the foot of Whatcom Falls to build a new sawmill and start a community settlement. This was located less than a block from the present Court House site.

Ten

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Columbia Basin Water Festival

Earlier this year, when several hundred workmen contributed their time to build the \$50,000 Farm-in-a-Day as part of the Columbia Basin Water Festival, they thought that would be the end of the matter, but like the project itself, which will continue to grow until water is available to a total of 1,029,000 acres of potentially fertile land, the Farm-in-a-Day seems to be an ever increasing attraction to the rest of the nation and even the world.

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This key event of an 11-day celebration, held at many locations throughout the Columbia Basin, was attended by thousands of residents and out of state visitors.

Building of the complete 80-acre farm, which included a 1,500 square foot, three-bedroom home, farm buildings, clearing and leveling of the land, plowing, preparing for irrigation and planting of crops, was accomplished between 12:01 AM and 11:02 PM in a single day. All material, equipment and labor were donated by merchants, manufacturers, labor organizations, various groups and individuals.

Deed to the Farm-in-a-Day was presented to Donald D. Dunn, chosen the country's most worthy veteran with a farm background by the Veterans of Foreign Wars in a nationwide survey. Water pumped from the Columbia River reservoir, impounded behind Grand Coulee Dam, was supplied first to this Farmin-a-Day, and with it came the symbolic start of irrigation on the Columbia Basin Project.

Eleven

King apple Washing Washing Variable Variable Local high school students and housewives lend a hand to help harvest the Wenatchee apple crop

October 23 thru Noverl

"An apple a day keeps the way", with its ancient implication of b goes back probably hundreds of year old Devonshire form, "Ate an apfelequain to bed makes the doctor begad". echoes an ancient English custo uting apple trees on Christmas Eve.

(Continued on page 141

Apples picked at the peak of perfection are moved from the orchards to the packing plants.



This husky youngster exemplifies the old "apple a day keeps the doctor away" maxim.



Each Wenatchee apple is individually wrapped in oiled tissue for complete protection.







Boxes of apples are automati-cally emptied into washing machines.



Only perfect, unblemished fruit is passed by sharp-eyed expert graders.



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The on filled boxes by machine. nove boxes to cold rooms for llgg prior to shipment.



Capacity of a Great Northern WFE "reefer" is nearly 800 boxes of apples, about 80,000 apples per sar.

GN Appointment



Morrison

Harry D. Morrison, Great Northern Railway traveling freight agent with headquarters at Portland, Oregon, has been named general agent, freight department San Francisco, California, succeeding D. R. Ostrander, who died August 15.

Morrison joined Great Northern's freight traffic department at Portland in 1927 after seven years with the Spokane, Portland and Seattle Railway. He served as tracing clerk, chief clerk and city freight agent before appointment as traveling freight agent in 1941.

NATIONAL APPLE WEEK

(Continued from page 12)

A current and certainly more seasonal tribute to the fruit is National Apple Week, which will be observed this year October 23 through November 1, during the height of the harvest season. Throughout the nation, small grocery stores and large super-markets alike will display tempting arrays of the many varieties of crisp, juicy Washington apples. Many magazines and newspapers will present tasty recipes in which apples are the principal ingredient. Hotels, restaurants and railway dining cars will feature apple dishes and desserts in their menus. Towns and cities all over the land will stage their annual contests to select the local apple piebaking champions.

National Apple Week in Wenatchee, Washington, "Apple Capital of the World", will include the aforementioned observances but will also see much activity in readying the 1952 apple crop for shipment throughout the nation. Brought to the peak of perfection by long summer days and short, cool nights, the apples are skillfully picked at maturity by gloved hands and taken immediately to the packing houses. Here each apple is gently but thoroughly cleansed by power-driven washing devices. From the washers they pass by conveyor belt to grading tables where women experts determine the grade of each apple, removing all fruit which is short of perfection. Moving on to the sizing machine, each apple trips gently into one of a series of cups which carry it to the proper size bin. There, nimble-fingered workers wrap each apple in protective oil-paper covering and place them in boxes. When a box is filled, it is automatically lidded and taken either to a cold room for chilling before being loaded into a refrigerator car, or sent to a cold storage plant.

From but one carload of mixed varieties in 1901, the Wenatchee-Okanogan District of the State of Washington, served by Great Northern Railway, has increased production and yielded an average of 15,000 carloads annually since 1915. The 1952 crop for the Wenatchee-Okanogan area is expected to approximate 15,500 carloads.

Great Northern Railway's Appleyard Terminal at Wenatchee, annually handles around 30,000 carloads of fruit, manufactured products, foodstuffs, livestock and supplies. Approximately one-third of the nation's supply of apples moves through the Appleyard Terminal.

Photographs on pages 12 and 13 furnished by the Wenatchee Chamber of Commerce, Washington State Apple Commission, and Walt Dyke, McMinnville, Oregon.

Fourteen

"Mary," sa ingly, "every get another g "Gee! Mon a terror whe look at Gran

> Marie (rea her husband they've four Mike: "Y bridge with

Two oppo were arguin ering. "The of making : campaigners one." "And other candi the first, " know."

Jim: "Dever have Jess: "S about it."

Bill: "He Bud: "I There's no



Reflection

"Mary," said her mother reprovingly, "every time you're naughty, I get another gray hair."

"Gee! Mom, you must have been a terror when you were young; just look at Grandma."

Who?

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RAVE

Marie (reading from newspaper to her husband) "Here's an old hen they've found with two hearts."

Mike: "Yeah? Well, I played bridge with her the other night."

Trapped

Two opposing political candidates were arguing at a street corner gathering. "There are hundreds of ways of making money," said one of the campaigners, "but only one honest one." "And what's that?" asked the other candidate. "Ah-ha!" answered the first, "I thought you wouldn't know."

Silence

Jim: "Don't you and your wife ever have a difference of opinion?"

Jess: "Sure, but I don't tell her about it."

Economy

Bill: "Hey, gimme a horse's neck." Bud: "I'll have a horse's tail. There's no use killing two horses."

A Natural

The young husband arriving home from the office was met by his rather upset wife. "What's the matter, darling?" he asked. "Oh, I've had a dreadful day," his wife answered. "First, baby cut his first tooth; then he took his first step, and then he fell and knocked out his tooth." "Well, and then what happened?" asked her husband. "Oh, darling," she answered in a shocked voice, "he said his first word!"

Amen:

Small daughter: "Mommie, isn't it nice of daddy to give you his pay check every payday?"

Mommie: "It isn't niceness, darling. He just hates to be clubbed."

Un'appy

'Enry 'Iggins and his wife were invited to a costume party. 'Enry didn't want to go but his wife insisted and got him a costume so he could go as an ancient Roman. At the party, the Cockney, miserably embarrassed because of his scant attire, was huddling in a corner when a pompus guest came up to him. "Ah!" said the pompous one, showing off his education, "I suppose you are Appius Claudius?" "No," replied the wretched one, "I'm un'appy as 'ell!"

Fifteen

Old Rail Tickets



Auditor E. S. Braun and clerk Mrs. Mary Filger, check old GN ticket files. St. Paul Dispatch-Pioneer Press photo.

When a conductor collects a rail ticket, the pasteboard or paper token would seem to have completed its life cycle. It has performed the only function for which it was created, but it actually may be six or more years before it is finally destroyed.

Millions of these tickets find their way to Great Northern's general offices in Saint Paul, where they are carefully preserved. One of the responsibilities of E. L. Braun, GN's auditor of passenger receipts, is to see that used tickets eventually go to their final destinations, in most cases either the furnace or some scrap paper company. Meanwhile, many persons have been busy handling these tickets punch marked by scores of conductors.

To the passenger, the conductor's punch mark is only that, but to the

Sixteen

auditor, that punch mark is the conductor's signature. Every conductor's punch is different and he uses the same one throughout his service.

When a conductor collects a ticket from a coach passenger, he punches it, and places it in an envelope. In return he places a so-called "hat check", a three-inch bit of colored cardboard, in the holder by the seat. Sometimes he writes a symbol on it. The color and symbol tell the brakeman the passenger's destination, and as the train nears the getting-off point, he removes the check and destroys it. First class and Pullman passengers do not receive "hat checks". Each chair seat and Pullman accommodation is listed on a chart. Many different conductors may be on the train during a long run, but each uses the same chart. At the end of the run, all these tickets, too, find their way to the auditor's office for a final check and filing.

Rules and regulations set up by the Interstate Commerce Commission control the methods and procedure of destroying used tickets but there is no controlling headaches auditors have over incidents arising in connection.

Recently, a passenger lost a GN ticket in the Minneapolis depot. He put in a claim for refund. The railway replied that it would be happy to make the refund but wanted to be sure that the ticket had not been used by someone else. A check with the ticket seller disclosed that a woman had cashed it in for refund. As is the rule, she had given her name and address. When called upon, it was discovered that she hadn't cashed the voucher, so the actual loser of the ticket got his money back.

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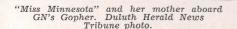
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"Mrs. North Dakota" and husband traveled on GN's streamlined Empire Builder. Minot Daily News photo.

Northwest Beauty Queens Travel Great Northern

Recent passengers aboard Great Northern trains included two beauty queens en route from their home towns to national beauty pageants held in the east.

Carole Wick of Duluth. "Miss Minnesota", 19-year old brunette, with her mother Mrs. Ralph Wick as chaperone, made the first leg of her journey to Atlantic City, New Jersey, from Duluth to Minneapolis. on Great Northern's Gopher. At the Atlantic City pageant she competed with 51 other contestants for the coveted "Miss America" crown. She also appeared on a national television broadcast from New York City.

Mrs. Jack Sidener of Lansford, "Mrs. North Dakota", young blonde mother of four youngsters, accompanied by her husband, traveled on the streamlined Empire Builder between Minot and Chicago en route to the "Mrs. America" pageant held at Asbury Park, New Jersey. Mrs. Sidener, a native Ohioan, moved to her ranch home near Lansford after her marriage to Jack following a wartime romance in Washington, D. C., where both served in the U.S. Air Force.

Seventeen

THE PEOPLE'S CHOICE



Railroad Hour

The Railroad Hour, award-winning musical show sponsored by the Association of American Railroads, has returned to its regular fall and winter schedule presenting musical dramas, operettas and musical comedies especially adapted for radio. The Railroad Hour features popular baritone Gordon MacRae and costars prominent stage, screen and radio personalities.

October broadcasts include "Naughty Marietta" with Dorothy Kirsten, October 20; "Gypsy Princess" with Blanche Thebom, October 27.

The Railroad Hour is broadcast nationwide over NBC radio 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.

Eighteen

Beauty Beneath the Sea

Under the surface of the blue Pacific off Southern California, the seasons are topsy-turvy. When it's late autumn and chilling into winter in most of the United States, a glorious springtime is breaking out in the Submarine Gardens of Santa Catalina Island. This is one of the most interesting times to view the Submarine Gardens from the glass-bottom boats putting out from Avalon Bay on Catalina.

Springtime in the ocean depths is due to conditions which make the winter water even more clear than usual. Undersea growths, with the bright fish flicking through them, become more vivid, colorful and springlike.

Peculiar undersea conditions produce Catalina's famed Submarine Gardens. They cover a shallow shelf of fantastically shaped rocky ocean bottom, with short seaweed growths decorating, but not hiding the rocky castles through which the fish can be seen to swim. The water is quiet and highly transparent, and additionally, light is reflected into the Submarine Gardens from the steeply rising shore rocks.

It is over this marine wonderland that the boats with big plate glass windows set in wells in their bottoms make daily cruises from Avalon, the year around.

Fish that the visitors first notice through the windows are the beautiful golden Garibaldi perch, like vivid but larger household goldfish, flicking through the waving undersea ferns and rocky battlements. Occasionally a large fish looms below, like a gray submarine, and for the amusement of especially fortunate groups of viewers, a big fellow will poke his snout toward the windows and gape up at the gapers.

(Continued on page 22)

mantle

Famed Tim prime all-year on the slopes east of Portlar new manager refurbished : ing winter sp A new sno the problem winter by he drifted snowterminal of With the ne visitors will chair lift ev tow is to be ed slope ju This area h ronized ever Timberline

YOUR FRE

Snow near Timberline Lodge on Oregon's Mt. Hood leaves trees bedecked with mantles of white. Mt. Hood is popular with the entire family the year around as a recreation area.

Winter Sports at Timberline

Famed Timberline Lodge, Oregon's prime all-year recreation center high on the slopes of Mount Hood 60 miles east of Portland, now operating under new management, reports new and refurbished facilities for the coming winter sports season.

the Sea the blue h ornia, the s When it's la nto winter tes, a gloon g out in Santa Ca e of them iew the S the glass-b from Av ean depth ch make re clear f ths, with rough the colorful a

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A new snow tunnel will eliminate the problem heretofore faced every winter by heavy snowfalls and wind-drifted snow-banks around the lower terminal of the mile-long chair lift. With the new extension, skiers and visitors will be enabled to use the chair lift every day. An additional tow is to be provided for the sheltered slope just south of the Lodge. This area has been very well patronized even without tow facilities.

Timberline Lodge is conveniently

accessible by motor bus from Portland to the Skiway Terminal, and the Lodge, and by the new Skiway (the world's longest aerial tramway) direct to the Lodge entrance. A new restaurant, complete ski rental and equipment service, ski school with top-flight professional instructors, and other winter sports facilities have been provided for the 1952-53 season. An orchestra will provide music for dancing every Friday and Saturday evening.

The Lodge will feature reduced rates in the Club Quarters which affords accommodations with private bath for eight persons. Rates for regular room accommodations, all with private baths, begin at \$5.00 for

doubles.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Many persons contribute to the Community Chest thinking only that they are helping someone less fortunate. This, of course, is an important purpose of Red Feather agencies, but you and your family benefit also.

For example, chances are that your children are learning leadership and good sportsmanship in Scout or Camp Fire Girl activities. Perhaps you yourself play handball

at the "Y".

Besides what you gain directly from any of the various Red Feather agencies or the USO, you benefit too from the helping hand you give your neighbor. Only by working together and helping each other can we build the kind of communities that will assure our families a decent, healthy environment in which to live.

When you make your Community Chest pledge, remember that many agencies must share your dollars... dollars which will not stretch as far as they did a year ago. Give enough to be a "good neighbor" and to insure the future welfare of your own

family.

GN Wins "Oscar"

For the third time in seven years, Great Northern Railway has won an "Oscar of Industry" award for the excellence of its annual report to stockholders.

Financial World, New York business and financial publication, has announced that Great Northern's 1951 report to stockholders was adjudged best among those issued by railways in the nation's northwestern region. Great Northern was also awarded "Oscars" for its reports to stockholders for 1945 and 1949, and in addition has won eight other citations in the Financial World competition.

A trophy symbolizing the recognition will be presented at the annual awards dinner to be held on October 28 in New York City. Accepting it in behalf of the railway will be V. P. Turnburke of Saint Paul, vice president, executive department, and editor of the yearly report. The awards dinner will be attended by more than 1,300 business and financial executives from the United States and Canada.

Five thousand annual reports were considered this year in the 12th annual international survey sponsored by Financial World. These were judged in 100 different industrial classifications on the basis of editorial and statistical content, format and typography.

Membership of the Association of American Railroads is composed of 184 lines in the U.S.A. with approximately 225,000 miles of road, five in Canada with 40,164 miles of road, and six in Mexico with 11,553 miles of road. The Association has 166 associate members representing 11,297 miles of railroad in other foreign countries. Distribution of connection

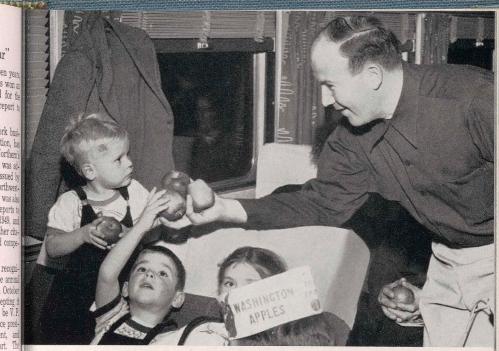
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Distribution of apples to eastbound Empire Builder passengers is an annual event in connection with the observance of National Apple Week. Al Winters photo.

Wenatchee JC's Join National Apple Week Celebration

Large red Wenatchee, Washington, Delicious apples will again be distributed to passengers and crew members aboard Great Northern's streamlined eastbound Empire Builder trains by members of the Wenatchee Junior Chamber of Commerce during National Apple Week, October 23 through November 1, when trains stop briefly at this world famous "Apple Capital of the World".

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Distribution of apples to eastbound Empire Builder passengers was inaugurated by the Wenatchee Junior Chamber of Commerce several years ago and has become an annual event in connection with the observance of National Apple Week throughout the nation.

Announcement of the distribution is made by passenger representatives on Empire Builder trains shortly before arrival in Wenatchee, where Jaycee members get aboard and distribute individually wrapped Delicious apples to as many passengers as the limited time will permit.

Travel directors, transportation executives and civic leaders from all sections of the Pacific Northwest gathered at Banff, Alberta, Canada, recently for the 18th annual meeting of the Pacific Northwest Travel Association.

Twenty-one

THE STREAMLINED EMPIRE BUILDER

GN Appointment



Kenady

Appointment of James C. Kenady as Right of Way, Land and Tax Commissioner for Great Northern Railway is announced by Edwin C. Matthias, vice president general and counsel. He succeeds John Garing, who died in August.

Mr. Kenady joined Great Northern as general tax agent at its Saint Paul head-quarters in 1946. Since 1950, he has been assistant right of way, land and tax commissioner.

Bereavement

R. C. Michkils, Great Northern Railway general agent, passenger department in Seattle, Washington, from 1931 to his retirement in 1943, died in Seattle on September 14, 1952.

Mr. Michkils was an employe of Great Northern for over 40 years. He joined the railway as a ticket clerk in Fargo, North Dakota, in 1902.

CALIFORNIA

(Continued from page 18)

Easterners and Midwesterners who plan to visit California, may, at little or no extra rail fare, travel in one direction to or from many California points via Great Northern Railway's scenic route through the evergreen Pacific Northwest. Great Northern's two great streamliners, the Empire Builder and Western Star connect daily with streamliners to and from California at Seattle and Portland.

Twenty-two

National Wine Week

The celebration of America's yearly grape and wine vintage is a lyric drama of history, composed through more than two centuries. Its musical theme expresses the quickened activity and sound of vineyard and winery as ripe grapes are picked and crushed and fermented for the finest wines.

The lyrics tell the story of the colorful heritage of American wine growing, an agricultural industry deep-rooted in the soil and blessed by the sun of the Golden State of California and her neighbor states where fine wines are grown.

The peak of the annual wine vintage is reached in October. This is the time when wine growers and merchants invite their fellow Americans to join the nationwide celebration of the traditional vintage festival in National Wine Week.

From California, the nation's "wine cellar", where more than 90 per cent of America's wines are produced, the rich harvest of the vine flows outward to all markets where wine may be legally sold, moving principally over the nation's network of railroads. More than 18,000 carloads of California's annual net production of some 119 million gallons are moved by rail each year to out-of-state America's mealtime points for pleasure.

Coming at the peak of the vintage season, National Wine Week is a vintage festival on a nationwide scale. Wine tastings, winery open houses, luncheons, dinners, vintage festivals and harvest celebrations are a part of this national toast to America's fine wines.

Buglass, assistan aul, Minn.; Er derk, Fergus Fal Feldt, brakeman John Garing, rig ax commissione lasper Haaland. Mont.: John Kr St. Cloud, Minn.: engineer, Appley LeMier, engir Louis S. Mayer Mont.; Charles E mechanic, Fer George C. Nelso Grand Forks, N ocomotive forer John M. Sands, Grand Rapids, 1 track inspector, Orin L. Whitle office, St. Paul. Members repo ing September, Brough, pump Robert J. John yard, Wash.; switch foreman Fred G. Smith, Portland, Ore.; ductor, Grand Van Camp, cor

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

reported deceased during September, 1952, are: Seitaro Akiyama, section foreman, Lewiston, Mont.; Earl P. Buglass, assistant chief clerk, St. Paul, Minn.; Enoch Dahling, bill clerk, Fergus Falls, Minn.; Frank R. Feldt, brakeman, Williston, N. D.; John Garing, right of way, land and tax commissioner, St. Paul, Minn.; Jasper Haaland, telegrapher, Troy, Mont.; John Knopik, car repairer, St. Cloud, Minn.; William H. Leibole, engineer, Appleyard, Wash.; Henry P. LeMier, engineer, Seattle, Wash.; Louis S. Mayer, conductor, Havre, Mont.; Charles E. McLaughlin, master mechanic, Fergus Falls, George C. Nelson, B & B foreman, Grand Forks, N. D.; Edward Riley, locomotive foreman, Seattle, Wash.; John M. Sands, telegrapher operator, Grand Rapids, Minn.; John Verwey, track inspector, Grand Forks, N. D.; Orin L. Whitlock, manager relay office, St. Paul, Minn.

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Members reported pensioned during September, 1952, are: William Brough, pumper, Frazer, Mont.; Robert J. Johnson, machinist, Hillyard, Wash.; James E. Murphy, switch foreman, Minneapolis, Minn.; Fred G. Smith, traffic representative, Portland, Ore.; Fred A. Thone, conductor, Grand Forks, N. D.; Roy D. Van Camp, conductor, Minot, N. D.

Concurrent with the end of the 1952 Glacier Park season, the Chicago-Omaha-Great Falls sleeping car was changed to operate west-bound from Kansas City, via Omaha to Great Falls, and eastbound from Great Falls to Omaha, only. The car contains 12 sections and one drawing room.

A new Great Northern Railway station named "Wilds", has been established at the American Crystal Sugar Company plant near Crookston in Polk County, Minnesota.

William G. Oves of the Spokane, Washington, Chamber of Commerce has been named executive secretary of the Pacific Northwest Travel Association, succeeding William G. Ferguson of Helena, Montana, who died recently.

Leaders in both military and civil transportation will be featured speakers at the Seventh Annual Convention of the National Defense Transportation Association scheduled to be held in New York City October 26 through 29.

Twenty-three

Great Way to and from the Pacific Northwest

GREAT NORTHERN'S

Empire Builder Western Star

Streamliners daily between Chicago-Seattle-Portland via Saint Paul, Minneapolis and Spokane. Both trains connect in Portland and Seattle with streamliners to and from California.



Form 6009 10-52

Printed in U.S.A.

The Great Morthern
GOAT

NOVEMBER 1953



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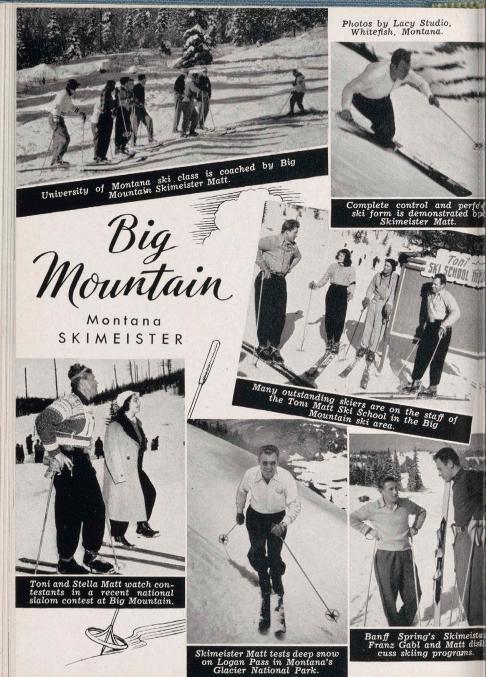
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Skimeister Matt of the Big Mountain

Stop off in Whitefish, Montana, on Great Northern's main line any day during the long snow season, go up the Big Mountain for a day of skiing, and you'll meet a tanned, quiet man

who holds a record that will probably never be equalled.

His name is Toni Matt. He operates the Toni Matt Ski School, and he is the only skier who ever schussed the headwall of Tuckerman's Ravine and lived through it. Tuckerman's is on Mount Washington in New Hampshire. On e sports writer called it "the chasm that drops down sickeningly like the elevator shaft to hell". (The Big

Mountain at Whitefish has no elevator shafts to hell—just lots of good skiing.)

Toni Matt, a sturdy kid just over Austria, schussed—that is, swooped straight down-the precipice and cut the previous record for the run right square in half. That was in 1938, and nobody has matched his time vet.

Skimeister Matt came to the Big Mountain ten years later after a trophy-studded career in competitive skiing and a long spell in the U. S. Army.

He started skiing in his native St. Antone am Arlberg, Austria, when he was four, first raced when he was six, and was junior champion of Austria at 15.

His teacher and mentor was Hannes

Schneider, founder of the first ski school in the world. Schneider is the "father" of the Arlberg technique in skiing. When Germany swallowed up Austria, just before

World War II, Schneider was shipped off to a concentration camp. An instructor he had once fired, one of the Nazi faithful, got the job of running his ski school.

Schneider pulled some strings-and Harvey D. Gib-Schneider out of



his prison camp so he could get to the United States.

A little earlier, three of Schneider's most promising young pupils had come over with the consent of the Nazi government, which wanted to show them off. One of them was Toni Matt. The others were Otto Lange, now a movie producer and formerly at Sun Valley, and Friedel Pfeiffer, who teaches skiing at Aspen, Colorado.

They came for six months and in that time properly demonstrated that Austria raised top skiers. Then they just didn't go home. Toni Matt signed a five-year contract to work for Harvey Gibson at the Eastern

(Continued on page 10)

Three

Toni Matt



Vol. 22 November, 1952

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 J. M. HAGEN, Assistant Editor

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

The Goat's Cover



What better symbol could we have for Thanksgiving than the righteous Pilgrim who stood against the world for his freedom of thought. Photo courtesy Stanley G. Boynton & Sons and WJR, The Goodwill Station, Detroit, Michigan.

Your Railroads

Thanksgiving Day with its roast turkey, cranberry sauce and pumpkin pie, and the pause it gives us to return thanks for the many blessings we enjoy, is a uniquely American Holiday. Although people in many lands and for thousands of years have celebrated the completion of a successful harvest, nowhere has the season of Thanksgiving become so rooted in tradition and gained such deep meaning as here in the United States.

To the hardy Plymouth colonists, a successful crop after a difficult year, meant more than mere survival. It meant that the tiny foothold in the search for religious and political freedom in America had been made more secure.

In the more than 300 years since that first Thanksgiving Day, American agriculture and industry have grown and prospered in this spirit of freedom. With our unparalleled productive power, a wilderness which was able to support only scattered Indian tribes, has become the home of more than 150 million persons who produce more, live better and enjoy more freedom than any other people on earth.

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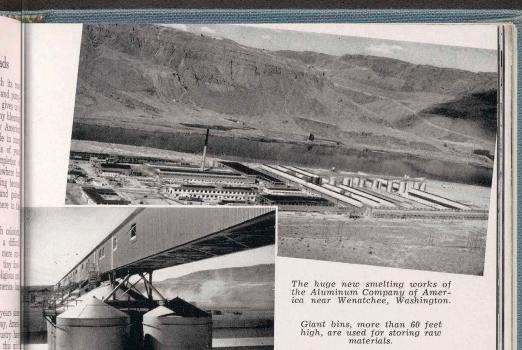
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YOUR FREIC

Essential to our production, to our daily lives, and to the defense of our freedom are our railroads which carry the bulk of the products of farm, forest, factory and mine, moving more tons of freight more miles between cities than all other forms of transportation combined. In America with its great distances and vast production, only railroads can and do provide the truly all-season, allcommodity, low-cost transportation service that is so vital. Just as the railroads bring us most of the things we need and use every day, so too will they bring the many things we will enjoy on this Thanksgiving Day.

Four



Alcoa Wenatchee Plant Dedication

President I. W. Wilson of the Aluminum Company of America, and Governor Arthur B. Langlie of the State of Washington, headed a group of Alcoa and public officials visiting North Central Washington for the formal dedication of the company's new \$45,000,000 aluminum smelting plant at Wenatchee, recently. Souvenirs, commemorating the event were distributed, and refreshments served to an estimated 10,000 visitors who toured the plant.

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The Wenatchee Works of the Aluminum Company of America is the first aluminum smelting plant built in the Pacific Northwest since World War II, and the first plant of this type built with private capital in this area since prior to the war.

Grading and excavation began in May, 1951, and the first aluminum was poured in June, 1952, thirteen months later. The plant is located on a 300 acre tract of land. Twenty-seven major buildings cover about 19 acres. Included are the pot rooms where aluminum is made, a carbon plant and various plant service facilities. Water for industrial purposes is pumped from the Columbia River. The plant is serviced by Great Northern Railway.

Alcoa photos.

When in full operation in early 1953, the Wenatchee Works will have a capacity of 170,000,000 pounds of aluminum per year, will require 13 railroad cars of supplies each day, and will ship out 35 carloads of aluminum pig and ingot each week.

(Continued on page 8)

Five

Traffic Club Election



Nelson

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D. J. Nelson of Little Rock, traveling freight and passenger agent for the Union Pacific, was elected president of the Arkansas Passenger and Freight Association at the annual meeting of the organization recently held at Hot Springs.

More than 100 members met in Hot Springs for the 20th annual meeting of the group which is made up of passenger and freight agents who travel and solicit business in Arkansas for their respective railroads.

Paul R. Shaw of St. Louis, Missouri, district passenger agent for Great Northern Railway, was elected vice-president. Re-elected as secretary-treasurer was J. E. Rose, Little Rock, traveling passenger agent for the Illinois Central.

Railroad Story on TV

A dramatic, fast-moving story showing how the American railroads provide mass transportation service for the nation's industry, commerce and agriculture is scheduled for presentation on the "American Inventory" program over the National Broadcasting Company television network on Sunday, November 16, 2:00 to 2:30 PM Eastern Time. See local newspaper listings for hour in other time zones.

GN Progress

Great Northern Railway's board of directors meeting in New York City on October 29, authorized an expenditure of \$14,400,000 for new equipment and \$12,000,000 for track improvement in 1953.

The new equipment, delivery of which is expected next year, includes 25 diesel-electric locomotives costing more than \$6,000,000. These will be four of 6,000 horsepower each for freight service, 16 of 1,500 horsepower for road and switching duty and five of 1,200 horsepower for switching.

Other new equipment authorized includes 500 steel boxcars costing \$2,800,000, to be built in Great Northern shops; 200 flatcars, \$1,400,-000; 300 heavily insulated refrigerator cars for Western Fruit Express, the railway's refrigerator car subsidiary, \$3,000,000; shop and roadway equipment, \$1,113,000.

The track program for 1953 includes purchase and laying of 50,000 tons of 115-pound rail.

The board of directors authorized a dividend of \$1.00 per share on the company's capital stock, payable December 20 to stockholders of record on November 20.

Seattle-Tacoma-Portland Train Service

Pool line trains 403 and 404 between Portland and Seattle have been discontinued. All stops formerly made by trains 403 and 404 are now made by trains 401 and 402.

Chehalis, East Olympia and Winlock have been made full stops for trains 407-460, and Castle Rock has been made a flag stop for express shipments for trains 457-460.

There is no change in arrivals at and departures from Portland and Seattle of trains 401-402, 407-408, 457-458, 459-460.

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GREAT



Left to right: E. George Siedle, J. M. Fitzgerald, Fred E. Luebbe, R. A. Ellison. St. Paul Dispatch-Pioneer Press photo.

Associated Traffic Clubs Convention

More than 1,300 members of the Associated Traffic Clubs of America met in annual convention October 20 through 22, in Saint Paul, Minnesota.

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402

The Transportation Club of Saint Paul, headed by G. A. Erickson, manager, Jacob Schmidt Brewing Company, was host. F. L. O'Neill, general traffic manager, Minnesota Mining & Manufacturing Company, served as general chair-E. W. Bergstrom, general freight agent, Great Northern Railway, was vice general chairman.

The convention program included a panel discussion on transportation, under the direction of G. H. Shafer, general traffic manager, Weyerhaeuser & Company. William T. Faricy, president of the Association of American Railroads, was principal speaker at the annual banquet. Entertainment was provided by Great Northern and other railways with headquarters in the Twin Cities.

Fred E. Luebbe, general traffic manager, Kroger Company, was reelected president of the Associated Traffic Clubs of America. Also reelected were E. George Siedle, general traffic manager, Armstrong Cork Company, executive vice president: J. M. Fitzgerald, vice chairman, Eastern Railroads Presidents Conference. chairman of the board; R. A. Ellison, Cincinnati Chamber of Commerce, H. O. Dashbach, San secretary. Francisco, traffic manager, Columbia-Geneva Division, U. S. Steel, was a newly elected regional vice president.

Seven

Thanksgiving in Hawaii

Whether they serve turkey or teriyaki, cranberries or kim chee, Hawaii islanders observe Thanksgiving Day with the rest of America, November 27, but to vacationers, American as found in the exotic islands may have a piquancy unknown on the mainland.

Many of Hawaii's young American citizens have Polynesian or oriental ancestors, and their Thanksgiving holiday pageants often are startling blends of east and west. Almond eyes of China may peer from beneath the hats of Pilgrim fathers and friendly Indians may be Japanese squaws and Filipino braves. Biggest pageant traditionally is the weekend before Thanksgiving when more than 100 costumed children tell a story in music and pantomine.

On Thanksgiving Day proper, visitors who make their ticket reservations early enough may join football loving islanders at a Turkey Day doubleheader. People of all ages and races go to Honolulu stadium, where the year's top four high school teams of Oahu island clash in games which create as much partisanship here as college contests do on the mainland.

Florists of the islands display both tropic and mainland blossoms and foliage in Oriental and Polynesian arrangements at a flower show in Honolulu. Hawaiians and Samoans of a Mormon village across the mountains from Waikiki are hosts to vacationers at a hukilau November 15. From mid-morning to mid-afternoon they entertain at an old-fashioned fishing picnic, serving Hawaiian luau or feast food, singing and dancing both Hawaiian hulas and the bouncy Samoan siva-siva.

Back in Honolulu on the same day, camera fans find engaging subjects (Continued on page 22)

Railroad Histories

Two new and unusual volumes dealing with American railroads of another day are announced by publishers Dutton and the University of North Carolina Press.

"Hear the Train Blow", by the well - known writer - photographer team of Lucius Beebe and Charles Clegg, is subtitled "A Pictorial Epic of America in the Railroad Age". With 870 illustrations, it is a panorama of transportation in the United States right down to the coming of the internal combustion engine.

"The Railroads of the Confederacy", by Robert C. Black III, is also profusely illustrated. Mr. Black's intimate knowledge of Southern history and his experience in railroading, have enabled him to give a scholarly history of the railroads of the Confederacy.

Minneapolis-Milaca Train Service

Passenger service on GN's branch line between Minneapolis and Milaca, Minnesota, has been discontinued. Sale of tickets and checking of baggage to Fridley, Anoka, Dayton, Elk River, Houltons Spur, Zimmerman, Princeton, Long's Siding, Pease and Milaca, all in Minnesota, has been discontinued. Local freight and express service will continue on this line.

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ALUMINUM PLANT (Continued from page 5)

When full operating schedules are reached early in 1953, employes will number approximately 900. About 40 employes with long experience in the aluminum smelting process came to Wenatchee from other plants to form the nucleus of the organization. All others are being employed from the Wenatchee area. W. N. Farquhar is works manager.

Eight



One of 359 outdoor swimming pools at Palm Springs, popular Southern California oasis.

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Early morning view of beautifully landscaped Santa Anita Park.

Don Knight photo.

Fall and Winter in Sunny California

Because of its enormous northsouth length of 780 miles, California offers the visitor his choice of climate the year around, but especially in fall and winter is this true. In the northern counties, which comprise the great Redwood Empire, days are crisp and invigorating while in the southern desert country the climate is comparable to midsummer in much of the nation.

Best known of the desert resort towns is probably Palm Springs, at the western end of Coachilla Valley in the lee of the 11,000-foot San Jacinto mountains. The village is the haven from the wintry blasts of weather for approximately a quarter of a million winter visitors each year from all over the world. The sun shines 85 to 90 per cent of the total possible time and average noonday temperature during the winter months is 81 degrees.

Added to such normal pleasures of a winter resort as swimming, sunbathing, tennis, badminton, horseback riding and golf are events styled to please winter guests. These include National Dog Shows, tennis tournaments featuring stars of the tennis and movie worlds, major and minor league baseball teams in training, Desert Circus Week, golf tournaments, rodeos, sports car races, a Western Week and many others.

This winter vacationland which (Continued on page 22)

Nine

Columbia Basin Project



Nalder

Retirement of H. A. Parker, district manager for the 1.029,000acre Columbia Basin Project in central Washington, and appointment of P. R. Nalder, assistant manager of the project, to succeed him is announced bv Michael W.

Straus, Bureau of Reclamation Commissioner.

Mr. Parker, a veteran of more than 42 years service with the Bureau of Reclamation, has been associated with several projects including Fort Peck and Milk River in Montana. Mr. Nalder, also a veteran Bureau employe, has served continuously on the Columbia Basin Project since 1933, with the exception of three years in military service, and a period in Washington, D. C.

SKIMEISTER MATT

(Continued from page 3)

Slope Ski School at North Conway, New Hampshire.

The three young Austrians had a rough time steering clear of Nazi government authorities, who wanted them to come home. They had Austrian passports, but there was no longer any Austria, and the German consul in Boston refused to extend their visas.

There were some tense moments in May, 1941, when they were in an automobile accident in Florida and immigration authorities, noticing that they were still around, began to fret. Thanks again to Harvey Gibson, they left the country, went to Cuba and came back in properly

under the quota. Toni Matt got his U. S. citizenship while he was serving in the U. S. Army.

Before that, he had whizzed over a lot of snow. From the time he arrived, sports writers had been pulling out all the stops on their typewriters. They called him, for instance, "a blond and bronzed Austrian Apollo". He blushes faintly under his skier's tan when anyone reminds him of that.

They said he took a schuss "like an easy-running antelope". They called him "invincible, steely-nerved, sensational".

And he sure enough was. The first race he entered was the Eastern Downhill and Slalom at Stowe, Vermont. He won it. He entered seven competitions in a little over a year and won them all.

He went right on winning until he joined the U. S. Army, and after that he won a military ski tournament at Pike's Peak, competing against the best skiers in the country. They were also in the army and also at Camp Hale, Colorado, where ski troops were trained.

Skimeister Matt also spent a year and a half in the Aleutian Islands, teaching winter and mountain warfare. He was discharged a lieutenant, in 1946.

G. L. Snyder, supe

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After another year on Hannes Schneider's staff and a year of teaching at Sun Valley, he came to the Big Mountain. That operation was a year old then. Toni and his charming, dark-eyed wife, the former Stella LoPresti of Arlington, Massachusetts, now have a baby daughter named Marydeth. Stella doesn't ski and neither does Marydeth, yet. She was born June 13, 1952.

The young Austrians brought to America a new method, the Arlberg technique, that is now the accepted method of skiing on this side of the Atlantic. The U. S. Army uses it.

(Continued on page 16)

Ten



G. L. Snyder, superintendent of GN's shops at St. Cloud, Minn., inspects the message inside a new boxcar, one of 1,000 currently being built.

Clean Car Month

Each year during the month of September, American railroads observe "Clean Car Month", stressing the importance of leaving freight cars in a clean condition after unloading and how so doing benefits not only the railroads themselves, but shippers and receivers as well by increasing the availability of cars often in short supply because of limited allocations of steel.

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NORTH

Making every month a "Clean Car Month" and every day a "Clean Car Day" is the aim of new stenciling appearing inside GN boxcars. "When You Unload Please Unload Clean" is lettered on the lining at each end of all new Great Northern boxcars and those undergoing heavy repairs. The practice was inaugurated in September as part of the nation-wide "Clean Car Month" campaign and is to continue permanently.

The West's first pine tree farm, consisting of 500,000 acres in Klamath County, Oregon, under a program of conservation, recently celebrated its 10th anniversary.

Eleven





Rugged Mount Shuksan rises to 9,038 feet in northern Washington's Mount Baker National Forest.



Snoo os in the Cascades



Skier speeds down a precipitous slope on Kulshan Ridge in Mount Baker National Forest. Dyke photo.



Fig. Pass in the Cascades of the State of Washington 50 miles east of Seattle. Scaylea photo.



High atop Mount Spokane, popular ski area in eastern Washington.



rtime war ravel through deep snows in the hill ational Forest area.



Mount Rainier, 14,408 feet, forms a scenic backdrop from Paradise Valley in Mount Rainier National Park.



over a sharp rise in one of the vast sufields in Mount Rainier National Park in Washington.



FILLING THE THANKSGIVING PLATTER



SKI TIME IN WASHINGTON

(Continued from page 12)

facilities and accommodations will be theirs for the 1952-1953 season.

At Ski Acres, one-half mile east of the Snoqualmie Pass summit, considerable improvement in facilities will be noted. Additional terrain has been cleared during the past summer. Two new tows have been installed which, including the 2,680-foot chair lift, brings this area's tow and lift facilities to eight.

Ski Acres will again be the site for the Seattle Times' Free Ski School, and as last season, Ken Syverson will serve as Chief Instructor for the ski school staff. Last year, during the ten-week operating period, more than 7,000 Seattle high school students took advantage of the opportunity to avail themselves of free instruction.

Keechelus Inn ski area, five and a half miles east of Ski Acres, again offers overnight accommodations for skiers wishing to remain in the Snoqualmie Pass region. Ski rentals and supplies are available at the Inn. Tows will be placed in operation whenever a group of ten or more slats artists request the service.

The Snoqualmie Pass Winter Sports Area, located at the summit of the pass, will again operate eight tows Wednesdays through Sundays. A practice hill is adjacent to the area and an exhibition jumping hill is located at Beaver Lake, half a mile distant.

Perhaps the most severe blow in many years to strike at Washington's winter sports program was last season's loss by fire of the newlycompleted lodge at Mount Spokane State Park. It is expected that the lodge will be replaced, but in the meantime, additions have been made to existing buildings to assure adequate warming facilities. Two new double rope tows have been installed making the lift and tow facilities at Mount Spokane State Park the finest ever. New snow removal equipment has been purchased to make certain that winter sports enthusiasts can reach the area without difficulty.

Residents and visitors to the Inland Empire have a new winter sports area to enjoy at Chewelah Peak, 50 miles north of Spokane. Equipped with a 3,800-foot double chair lift completed late last season and boasting fine and varied ski terrain, the 5,740-foot mountain has a northern exposure which means skiing until late into the spring.

A new and spacious lodge is under construction at the ski site in Brooks Memorial State Park, about 25 miles northeast of Maryhill, on Great Northern's Seattle-Vancouver, B. C. Line. Completion is scheduled for 1953. Tows will be in operation this season.

(Continued on page 18)

Fourteen

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18)

RAVEL

Office-Boy (nervously): "Please, sir, I think you're wanted on the telephone."

Boss: "You think! What's the good of thinking?"

Office-Boy: "Well, sir, the voice at the other end said, 'Hello, is that you, you old idiot?'"

* * * Ye Editor

We have just learned of an editor who started from nothing 20 years ago and recently retired with a comfortable fortune of \$50,000. He said it was acquired through perseverance, hard work, systematic savings, and the death of an uncle who left him \$49,999.

* * * Gob Gobble

An Indian ordered a sandwich at a drug store and then peered between the slices of bread. "You, slice um ham?" he asked the cook.

"Yes," replied the cook. "Uh," grunted the Indian, "you pretty near miss him."

Forewarned

Mrs. McTavish (looking out the window): "Sandy, here comes company for dinner."

McTavish: "Quick, everybody run out on the front porch with a toothpick."

Why Sergeant!

A master sergeant in North Africa was talking to his Texans. "Our job here is to promote good will and friendliness. We've got to be friendly and polite with the natives. If they say Africa is bigger than Texas, agree with them."

Analysis

Looking coldly at the man who had just given him a nickel for carrying his bags twelve blocks, the little boy said: "I know something about you." "What?" asked the man. Answered the little boy, "You're a bachelor." Replied the man, "That's right sonny. Know anything more about me?" "Yeh;" smiled the youngster, "so was your father."

Amen!

Preacher (at close of sermon to one of his deacons, half asleep): "We'll now have a few minutes of prayer. Deacon Brown, will you please open?"

Deacon Brown: "Open? Why I just dealt."

Breathless

Lawyer: "Then your husband, I take it, is elderly?"

Client: "Elderly? Why he's so old he gets winded playing chess."

Fifteen



Puget Sound Navigation Company SS Service

Puget Sound Navigation Company Fall and Winter schedules between Seattle, Washington, and Victoria, British Columbia, now in effect and scheduled to continue through April 25, 1953, are:

11:45PM Lv Seattle Ar 9:15PM 8:00AM Ar Victoria Lv 4:00PM

SKIMEISTER MATT

(Continued from page 10)

Skimeister Matt maintains that older people—"who are not too agile", he says tactfully—feel more secure with the snowplow and stemming he teaches than with the parallel technique played up by the French. His pupils start out by walking on skis, then go straight down a gentle slope.

"Lots of people think they should bend their knees," he explains, "but the bend should all be in the ankles. If you push your hips forward, your knees do bend."

Next, beginners learn to traverse across a hill and how to put on the brakes by making like a snowplow, with ski tips together and heels apart. They get the hang of a snowplow turn with body rotation, and gradually they learn to do without stemming—that is, moving one ski away from the other.

Lots of beginners learn to ski very well in one winter, Matt declares, so they can come down the big hill on the Big Mountain with ease and assurance.

They can go up with ease, too, on the 3,240-foot Constam T-bar lift. The "dope slope" for beginners has its own rope tow.

It's too early to say when the slopes of the Big Mountain will be dotted with enthusiastic skiers for 1952-53 season, but November 15 was the opening date last year. It all depends on the snow—and snow, around Whitefish, is one thing you can always depend on getting.

Canadian Pacific Steamship Service

Canadian Pacific Steamship Company Fall and Winter schedules between Seattle, Washington, Victoria and Vancouver, British Columbia, now in effect and scheduled to continue through April 25, 1953, are:

	4:00 PM 9:15 PM	Lv . Ar .	Seattle Ar Victoria Lv Victoria Ar 1:55 PM Vancouver Lv 9:40 AM	2:45 PM 9:30 AM 7:00 AM 11:59 PM
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Sixteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

ount Rai Soun Tacoma

It's still a sigambit when Washington, to ier as "the mowill know who of them will they no longe:
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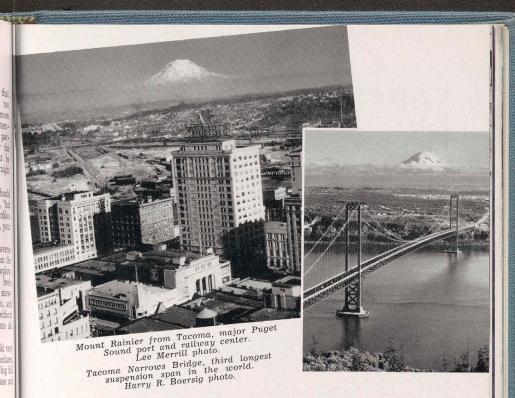
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YOU



The Mountain, the Bridge and the Sound

It's still a sure-fire conversational gambit when visiting in Tacoma, Washington, to refer to Mount Rainier as "the mountain". Every native will know what you mean, and most of them will even assure you that they no longer call it Mount Tacoma.

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Some 20 years ago Tacoma officially gave up its campaign to have the name of the 14,408-foot snow clad peak changed to its aboriginal monicker, but calling it just "the mountain" is still common practice. Tacomans on their way to work in the morning will often exclaim, "Look at the mountain," when the majestic sentinel of the Cascades stands out clearly on the southeast horizon.

Because it rises so high above the mountains which surround it, Mount Rainier dominates the skyline in a large part of western Washington, but nowhere, except closer to the mountain itself, does the visitor get a more striking view than from Tacoma.

Tacomans also can be readily induced to talk, if you ask them, about the Tacoma Narrows Bridge, which like Mount Rainier has acquired a popular name, simply "the bridge". Nearly everyone remembers how the first Narrows Bridge, nicknamed "Galloping Gertie" because of its up-and-down undulations on windy

(Continued on page 20)

Seventeen

Railroad Hour



Dorothy Warenskjold, one of 40 guest co-stars who have appeared on the Railroad Hour with Gordon MacRae.

The names of world-famous singers scheduled to co-star with baritone Gordon MacRae on the Railroad Hour during its fifth season of Monday evening broadcasts are evidence of the array of talent that has made the railroad industry's show one of the most popular on radio.

Dorothy Kirsten, Nadine Conner, Blanche Thebom, Rise Stevens, Mimi Benzell—the list reads like a "Who's Who" of the Metropolitan Opera Company's roster of stars, not to mention the San Francisco Opera Company, whose Dorothy Warensk-jold delighted millions throughout the summer as MacRae's regular guest on the show train of musical romances.

The program has drawn upon every facet of show business for the players who have portrayed the leading roles of the world's best known operettas and musical comedies. Altogether, 40 of the nation's leading classical and popular female singers have appeared on the Railroad Hour from time to time.

Railroad Hour broadcasts scheduled during November include "Dearest Enemy" with Eileen Farrell on the 10th; "On Your Toes" with Marion Bell, the 17th; "Vagabond King" with Mimi Benzell, the 24th.

The Railroad Hour, sponsored by the Association of American Railroads, is broadcast nationwide over NBC radio every Monday evening at 8:00 PM Eastern Time; 7:00 PM Central Time; 9:30 PM Mountain Time; 8:30 PM Pacific Time.

SKI TIME IN WASHINGTON

(Continued from page 14)

The Washington State Parks and Recreation Commission, realizing the great winter sports potential of Mount Pilchuck, has arranged for tow service at the recently acquired recreational area, located approximately 15 miles northeast of Everett. Because of its proximity to the heavily-populated areas of the Puget Sound country and its long snow season, this area will probably become one of the major winter sports areas in the Evergreen State.

Located just 15 minutes from Wenatchee, at an elevation of 3,500 foot, is Squilchuck State Park, acquired last summer by the Washington State Parks and Recreation Commission. The area has long been known as the Squilchuck Ski Bowl and will continue to be put to that use. Ski tow service will be in operation during the 1952-53 season.

Including the afore-mentioned sites and such nationally-known areas as Stevens Pass in Wenatchee National Forest, Leavenworth Ski Area, Mount St. Helens, Paradise Valley in Mount Rainier National Park, Heather Meadows in Mount Baker National Forest, Olympic National Park to mention but a few, ski fans will find in the Evergreen State of Washington, 25 or more winter sports areas from which to select their preferred hills for thrills and spills.

Photographs reproduced on pages 12 and 13 furnished by the Washington State Advertising Commission.

Eighteen

THE STREAMLINED WESTERN STAR

Daryi Scheerhoo can, director, agricultural d partment. Dar deen-Angui auction

Continuing program of program of

Three purple weighing a raised and ow of Bagley, Cle nesota, Shirle tre, Stearns C Beverly Jean Lyon County with a 1,005-1 baby beef from Pipestone, Pi

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Daryl Scheerhoorn and E. B. Duncan, director, Great Northern's agricultural development department. Daryl's prize Aberdeen-Angus was sold at auction to GN.

Beverly Jean Kramer turns over her purple-ribbon award Southdown lamb to GN's E. B. Duncan.



GN Purchases Prize Winning Beef

Continuing its long established program of promoting and encouraging junior agricultural activities in the areas it serves, Great Northern Railway purchased prize winning baby beef and lamb exhibited at the 34th Annual Junior Livestock Show held in South Saint Paul, Minnesota, October 6 through 9.

Three purple ribbon lamb winners, weighing a total of 320 pounds, raised and owned by Alden Lorents of Bagley, Clearwater County, Minnesota, Shirley Johnson, Sauk Centre, Stearns County, Minnesota, and Beverly Jean Kramer, Marshall, Lyon County, Minnesota, together with a 1,005-pound Aberdeen Angus baby beef from Daryl Scheerhoorn, Pipestone, Pipestone County, Min-

nesota, were purchased by Great Northern.

Seventy-five top individual baby beeves, 70 top individual lambs and the first and second placing pens of lambs were sold at public auction at the close of the Show. All animals entered were offered for sale immediately following the Show with the exception of those to be entered in the International Livestock Exposition, American Royal Livestock Show and the National Western Stock Show.

Prize winning 4-H Club beef purchased by Great Northern was served in dining cars of its streamlined Empire Builder during the forepart of November.

Nineteen



TACOMA

(Continued from page 17)

days, collapsed during a 23-mile-anhour wind storm and its deck plunged into the swirling waters of the Narrows a few months after it was built in 1940.

Visitors often ask directions to get to "the bridge that fell down", but what you see now is a fine, new four-lane, mile-long structure sometimes called "Sturdy Gertie", a worthy successor to its ill-fated predecessor. It's the third longest suspension bridge in the world and is the connecting link between Rainier National Park and Olympic National Park. The new Tacoma Narrows Bridge cost \$18,000,000 including the piers of the first bridge valued at \$4,000,000. It is 5,979 feet long including approaches, the center span is 2,800 feet long and 1871/2 feet above the water, and the towers are 467 feet high.

Another "the" in Tacomans' vocabularies is more easily understood by strangers, if they know a little about geography. "The Sound", of course, can mean only Puget Sound in that part of the country. It enters into the daily life of every citizen because it and the Pacific Ocean temper the climate of western Washington and make the summers cool and winters mild.

due to NGRY HORSE

10 000 Kilowatts

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Puget Sound enters into both the commercial and recreational life of Tacomans. The city is a seaport which provides a livelihood for many persons in exporting, importing and related fields. Tacoma's harbor, Commencement Bay, and the other parts of the Sound are a fisherman's and sports sailors' paradise. Almost any day of the year anglers may be seen on the bay or the Narrows trying to land a fighting King or Chinook salmon, a steelhead or a silver. In the several salmon derbies held every year, the winning catch usually approaches 50 pounds.

It's a safe bet that every man, woman and child in the city has been on a boat ride some time in his life. Boats are almost as popular as automobiles in this area. Western Washington has the highest percentage of boat ownership of any region in the nation except metropolitan New York. Those who don't own a craft of some kind can rent one with an outboard motor to propel it into quiet inlets or to remote islands. There's no end of places to go. Your week-end cruises could stop at a different island every week for three years and not reach them all! And there's Puget Sound's 2,000-mile shoreline, much of it forested with numerous spots to land. For those who prefer fresh water, there are lakes right near town, and scores of them within an hour's drive.

"The Mountain," "the Bridge" and "the Sound"—they all add up to the reason why Tacoma people are convinced their city and their region is "the" place to vacation and to live.

Twenty



Map illustrates graphically how the year-around firm power-producing capacity of downstream dams is increased with the completion of Hungry Horse Dam.

Hungry Horse Dam

On October 1, the President of the United States in dedication ceremonies held at Kalispell, Montana, officially started the first generator at Hungry Horse Dam, third highest and fourth largest concrete dam in the world. The huge dam, when completed in 1953, will measure 564 feet over bedrock with a mass of 2,900,000 cubic yards.

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Hungry Horse Dam with four 71,250 kilowatt generators, will provide an additional 285,000 kilowatts of electrical energy for the Pacific Northwest. This is only part of the story, however, as water released from the 34-mile-long Hungry Horse Reservoir during periods of low water, will flow down the South Fork of the Flathead River and Clark Fork River into the Columbia, and will be used and re-used to increase

firm generating capacity at each downstream plant. It is estimated that total power benefits to be derived from Hungry Horse Dam will be in excess of 800,000 kilowatts. In addition, the dam will contribute materially toward controlling floods on the Columbia River and tributary streams.

No silt will ever impair the efficiency of the operation of Hungry Horse Dam because of the heavily forested areas and rock lined canyons through which the South Fork flows.

Prospects for irrigation development of the Flathead Valley are enhanced by Hungry Horse Dam. Studies indicate that it will be economically feasible to irrigate approximately 60,000 acres near the city of Kalispell.

Twenty-one

Shop Early—Mail Early

With Christmas just around the corner, the nation's railroads are getting geared to handle what is expected to be a record-breaking volume of Yuletide mail. Literally billions of Christmas cards and packages are handled by the American railroads during the Holiday Season.

In an effort to ease the pressure at many of the larger post offices and railroad terminals during the December peak period, the Post Office Department has begun an intensive drive urging everyone to do his Christmas mailing earlier.

CALIFORNIA

(Continued from page 9)

sparkles under a mellow sun offers some of the finest accommodations Numerically, the in the nation. places where a visitor may find lodgings in tremendous variety total over 200 hotels, apartment courts and guest ranches. Accommodations range from moderately-priced apartments and winter colony houses to world-famed luxury hotels.

Palm Springs is known as the "playground of the stars" since hundreds of movie, television, radio and stage personalities relax at their own private homes or at clubs and hotels in the village.

Another place they are often seen is the race meeting at Santa Anita Park, located near Pasadena on the historic old Santa Anita Ranch, on the "toes" of the San Gabriel mountains. Designed not only as a lavish horse racing track, it is a gorgeous example of a Subtropical winter in bloom. Immense flower gardens are set out for peak blossoming, one after the other, all through the season extending from the day after Christmas until March 7.

Holtville, in the fertile Imperial

Valley, a short distance from the sand dunes of "Sahara of America" calls itself the "Carrot Capital of America" because of the trainloads of carrots shipped during the months when carrot gardens in the East are white with snow. A Carrot Carnival in honor of the crop will be held there February 5 through 8, with floats decorated with carrots and led by a giant Bugs Bunny.

Poinsettias in Southern California Jack-in-the-beanstalk giants compared to the potted plants grown indoors through eastern winters. They grow as big bushes and hedges, bursting out high overhead into vivid splashes of scarlet. Avalon on Santa Catalina Island holds a Poinsettia Festival. San Diego holds a city-wide judging of the best Poinsettia grown in the resort community beside the border. A 15 acre commercial Poinsettia farm is a mass of color beside Sunset Boulevard on the ride from Los Angeles to the sea.

Easterners and Midwesterners may, at little or no additional round trip rail fare, travel in one direction, to or from many California destinations via Great Northern Railway's scenic evergreen route across the "top of the nation". The railway's transstreamliners Empire continental Builder and Western Star connect at Portland and Seattle with streamliners to and from California.

HAWAII

(Continued from page 8)

at a miniature regatta as island boys sail model boats on a park lagoon.

Oriental costumes and pageantry highlight Bodhi Day, observed December 7 this year. Thousands of islanders of Japanese ancestry join in early morning religious ceremonies in a Honolulu park, led in ancient rites by priests in silk robes.

Twenty-two

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

SP&S passenger operating between ington, and Ben Oregon Trunk Ra daily except Sur

The 27th annua Dude Ranchers' held at Billings, 1 17 through 19. F at the Northern

The Eighth Par Congress is sche Washington, D. City, New Jersey

Ellison S. Opi in the consolida Butte, Montana more than 42 ye

Lester E. Kir. Agent of the Freight Bureau Line Committee a brief illness.

Lee H. McLer iomia, was rec dent of the Re sociation.

Hungry Hors bus service bety ana, and Hun been discontinu



SP&S passenger trains 102 and 103 operating between Wishram, Washington, and Bend, Oregon, on the Oregon Trunk Railway now operate daily except Sunday.

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The 27th annual convention of the Dude Ranchers' Association will be held at Billings, Montana, November 17 through 19. Headquarters will be at the Northern Hotel.

The Eighth Pan American Railway Congress is scheduled to be held in Washington, D. C., and Atlantic City, New Jersey, in June, 1953.

Ellison S. Opie, chief ticket seller in the consolidated ticket office at Butte, Montana, has retired after more than 42 years of service.

Lester E. Kipp, Joint Publishing Agent of the Trans-Continental Freight Bureau and Western Trunk Line Committee, died recently after a brief illness.

Lee H. McLeod of Fortuna, California, was recently elected president of the Redwood Empire Association.

Hungry Horse Coach Line motor bus service between Kalispell, Montana, and Hungry Horse Dam has been discontinued.

Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1952, are: William Brandenburger, car repairer, St. Cloud, Minn.; William Carswell, trainmaster, Los Angeles, Calif.; Roy M. DeLosier, engineer, St. Cloud, Minn.; Henry Erpenbach, section foreman, Benson, Minn.; Robert J. Getchman, blacksmith, Oakland, Calif.; John W. Hill, engineer, St. Cloud, Minn.; Arthur H. Hopkins, assistant agent, Great Falls, Mont.; Rudolph C. Michkils, general agent, Kirkland, Wash.: Charles Poepke, switch foreman, St. Cloud, Minn.; John J. Riley, switch foreman, Banning, Calif.; Ole R. Tellefson, carpenter, St. Paul, Minn.; W. F. Turner, president, SP&S Ry., Portland, Ore.

Members reported pensioned during October, 1952, are: Frank L. Beaudette, brakeman, Willmar, Minn.; John J. Connelly, conductor, Minot, N. D.; Edgar L. Horr, engineer, Minneapolis, Minn.; Charles C. Holter, carman, Long Lake, Minn.; Paul P. Kutzman, engineer, Whitefish, Mont.; Willis E. Milton, telegrapher, St. Paul, Minn.; Harry B. Monesmith, locomotive engineer, Willmar, Minn.; Christopher A. Osbey, agent, Sioux City, Iowa.

Twenty-three



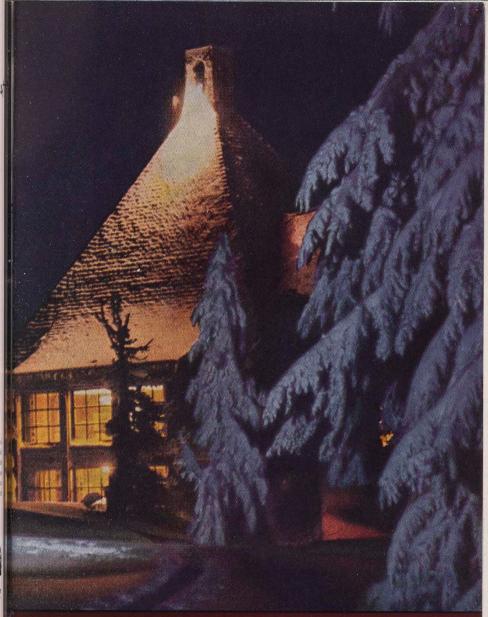


SIGHTSEEING'S GREAT

when you travel Great Northern to or from California FAMOUS MOUNT RAINIER (above) is a year-round recreation and sightseeing center near picturesque Seattle. Your camera is a "must" when you travel to California the scenic Great Northern way. Montana's Rocky Mountains . . . Spokane, capital of the Inland Empire . . . Portland, on the mighty Columbia River . . . Puget Sound . . . Everett . . . Tacoma . . . are all gateways to vast scenic areas.



Streamliners daily between Chicago and Seattle-Tacoma-Portland via St. Paul-Minneapolis and Spokane.



The Great Northern Goat



PARADISE OF THE PACIFIC



Hawaiian lass hails the first snown brought to Waikiki beach from a Hawaii's 13,680-foot Mauna Loa



The change from summer to winter is made in 2½ hours from Hilo to a 12,000-foot dome-shaped mountain.



Bathing beauties romp in a mound of snow, brought to Waikiki beach by winter sports fans.



A Hawaiian snowman's life is short but happy on the beach at Waikiki in the Paradise of the Pacific.



Trio of winter sports fans poised for a fast run down the broad slopes of Mauna Kea in Hawaii.

Any seaso vacation tim lands. Temp the same th season has celebrations. 365 days a While the i mate encour all day, eve beach life a winter's act

Hawaii's sharply ear winter spe newly-cut 13.680-foot which the dumped u It was no ever seen islanders i lifetime.

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Wintertime in Hawaii

Any season of the year is truly vacation time in the Hawaiian Islands. Temperatures are practically the same the year around. Each season has its festivals and special celebrations, and beaches are open 365 days a year.

While the island's warm, sunny climate encourages loafing by the ocean all day, every day, there's more than beach life and water sports on this winter's activity calendar for visitors.

Hawaii's contrasts were emphasized sharply earlier this year when island winter sports enthusiasts used a newly-cut road to Mauna Loa's 13,680-foot peak to collect snow which they took to Waikiki and dumped upon the famous beach. It was not only the coldest thing ever seen at Waikiki, but for many islanders it was the first snow of a lifetime.

Bathing girls deserted surfboards and the warm waves for a snowball fight. Hula girls ran down from the lanai of a beach hotel to drape leis of love on their first snowman. Photographers were on hand, of course, to record the proceedings for posterity, and to call to the attention of the rest of the world that the islanders are opening the door to winter.

Hawaii doesn't intend to compete with the elaborate winter sports programs set up in many areas of the Pacific Northwest, but snow sports in the island playground will give new novelty to the already wide range of Hawaiian sight-seeing and visitor activities.

High above the sunny beaches and tropic forests, workmen are rapidly completing the last five miles of a road to the snow fields on Mauna Loa volcano. When they've finished, vacationers may go from summer to winter in two and a half hours, from the coastal city of Hilo, 55 miles to a

snow resort 12,000 feet up the mountain. Opening of Hawaii's snowfield park is tentatively set for March 1.

Expert skiers in the islands are talking of a possible ski jump, saying that Mauna Loa's snow would pack well for a fast surface. Most popular sports, however, are expected to be bobsledding and tobogganing, with perhaps ice-skating on an outdoor rink in the crisp 12,000-foot air.

Hawaii's best snow season is late winter and early spring. Just what the year-around weather picture is like on the upper slopes of Mauna Loa is pretty much anybody's guess. Scientists installed weather instruments at a new observatory near the summit less than a year ago, and as yet only estimated average temperatures are available.

On the lower flanks of the mountains, along the shore, and elsewhere in the "Paradise of the Pacific", flowers bloom the year round and average temperature is 75 degrees.

Through bamboo gates visitors step into fragrant scenes of Old Hawaii or Chinese courtyards. On the slopes of homes in green valleys are Japanese gardens and on the side of Diamond Head crater is the formal landscaping of the Mediterranean.

All races of the mid-Pacific join in the celebration of Christmas, opening the season formally about December 20, with a traditional pageant at Iolani palace.

On New Year's Eve, visitors and islanders go by bus and car to the top of St. Louis Heights, Wilhelmina Rise and other vantage points, to see one of the most spectacular displays of fireworks in the world.

Sparked by oriental families, thousands of residents set off Roman candles and rockets over a 10-mile sweep from Diamond Head to Pearl

(Continued on page 8)

Three

The Great Northern

Vol. 22 December, 1952 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 J. M. HAGEN, Assistant Editor

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

The Goat's Cover



Mount Hood's
famed
Timberline
Lodge,
flanked by
snow-laden
evergreens
on a winter
evening.

Ektachrome by Ray Atkeson.

Kerererere

It is with pleasure that we pause from the usual routine of business to say thank you for your friendship, goodwill and loyalty. May the happiness and good cheer of the Holiday season be yours throughout the New Year.

Shot Hardy

General Freight Traffic Manager

Ply Halines

Passenger Traffic Manager

A Christmas to Treasure

The time has come, the hour's here
For sugar plums and Santa's deer,
For "Peace on Earth—Good Will to
Men":

It's Christmas-time that's come again.

The streets are white and banked with snow,

The houses decked with mistletoe. And Santa Claus will soon appear With laden sled and all his deer.

The day, the darkness now replaces. Lights play soft upon young faces, Wreathed with wonder and delight— Half in awe this Holy Night.

The time has come, the hour's here
For sugar plums and Santa's deer.
And now again it is December—

And these, the scenes we would remember!

—Jeanne Cole

Four

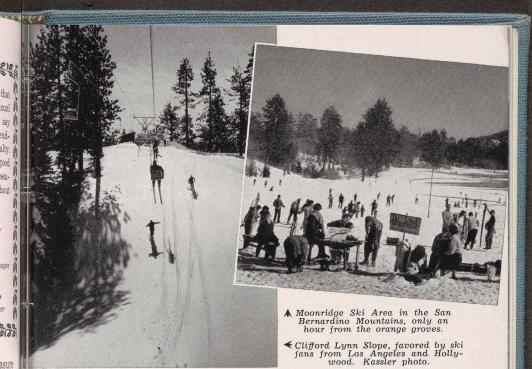
THE STREAMLINED EMPIRE BUILDER

Visitors during th limited op in less th sun-baske groves.

> Winter trasts. Vishore, ga the warm among fi neath the ardino M tance aw at the mi Gregory ber until

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Snow Sports in California

Visitors to Southern California during the winter months find unlimited opportunity for snow sports in less than an hour's drive from sun-basked deserts and green citrus groves.

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Winter presents sharp scenic contrasts. Visitors walk along the seashore, gathering shells, relax under the warm sun of the desert, or stand among fragrant orange groves beneath the snow-capped San Bernardino Mountains, while a short distance away they find winter sports at the mile-high lakes of Arrowhead, Gregory and Big Bear from December until March.

Ski runs for beginners and experts are maintained at Lake Arrowhead on the "Rim o' the World Drive". Visitors see far below, a vast panorama of orange groves, cities and desert expanses. Big Bear Lake, nearby, stages a Snow Carnival in mid-January.

There are also snow fields at Shirley Meadows, a short distance from the sunny Mojave Desert in Kern County. At the Mount Pinos-Cerro Noroeste Playground near Bakersfield, sportsmen play in snow less than 40 miles from the Pacific Ocean.

The winter sports area of Cuyamaca lies inland from San Diego, "Harbor of the Sun". It is less than five miles from the sun-drenched desert resort of Borrego Valley. Laguna, near the Mexican border, has snow sports a short distance from warm valleys which are green with winter crops.

Five

GN Annual Report Award

BEST OF INDUSTRY AWARD

Winner of Bronze Oscar of Industry



Great Northern Railway Company for the BEST 1951 ANNUAL REPORT OF THE

Northwestern Railroads

Sciences by the Independent least of Index, appointed by Frances William for the designation of the Service Pilot Annual Reports in two Industrial Classifications from the steal of \$5000 financial statements submitted during 1932.

Eleman Chilaboration of Chila

The bronze "Oscar of Industry", best of industry award, went to Great Northern Railway for its 1951 annual report to stockholders, adjudged best of those issued by railways in the nation's Northwestern Region.

Presentation of a trophy symbolizing the recognition was made at the recent Financial World Annual Report Awards Banquet, held in Hotel Statler, New York City, to V. P. Turnburke, St. Paul, Minnesota, Great Northern vice president, executive department, and editor of the yearly report.

Great Northern was awarded "Oscars" for its reports to stockholders in 1945 and 1949, and in addition has won eight other citations in the Financial World competitions.

GN Winnipeg Limited Schedule Changes

Schedule of the Winnipeg Limited, Great Northern trains 7 and 8, between Saint Paul, Minneapolis and Winnipeg is now as follows:

	Northbo	ound		Sout	hbound
G	N No. 7		y G	NN	o. 8 Daily
	8:10PM	Lv	St. Paul	Ar	7:30AM
	8:35PM	Ar	Minneapolis	Lv	7:05AM
	8:40PM	Lv	Minneapolis	Ar	7:00AM
	9:55PM	Ar	St. Cloud	Lv	5:40AM
1	0:00PM	Lv	St. Cloud	Ar	5:35AM
	0:47PM		Sauk Centre		4:43AM
	1:14PM		Alexandria		4:08AM
	2:07AM		Fergus Falls		3:06AM
	2:47AM		Barnesville		2:22AM
	1:11AM		Glyndon		1:48AM
	1:49AM		Ada		1:06AM
	2:42AM		Crookston		12:19AM
f	2:51AM		Shirley		f11:58PM
	3:01AM		Euclid		11:48PM
	3:12AM		Angus		11:37PM
	3:32AM		Warren		11:25PM
	3:48AM		Argyle		11:11PM
	4:04AM		Stephen		10:59PM
	4:19AM		Donaldson		10:47PM
	4:29AM		Kennedy		10:39PM
	4:48AM		Hallock		10:27PM
	4:58AM		Northcote		10:16PM
	5:09AM		Humboldt		10:06PM
	5:19AM		St. Vincent		9:57PM
	5:30AM	Ar	Noyes	Lv	9:53PM
	5:35AM	Lv	Noyes	Ar	9:38PM
	5:37AM		Emerson		9:36PM
	5:52AM		Emerson Jct		9:33PM
f	6:05AM		Letellier		f 9:18PM
f	6:18AM		St. Jean		f 9:06PM
f	6:28AM		Morris		8:56PM
f	6:40AM		Silver Plains		f 8:45PM
f	6:52AM		St. Agathe		f 8:33PM
f	6:59AM		Glenlea		f 8:26PM
	7:30AM	Ar	Winnipeg	Lv	7:55PM
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Two streamlined lightweight Pullman sleeping cars each containing 16 duplex roomettes and four double bedrooms have been placed in service on the Winnipeg Limited. Other equipment consists of lower and upper berths, individual reclining seat coaches and lounge car, serving refreshments only. Meal service has been discontinued on the Winnipeg Limited.

Six



The Black Hawk Hiking Club ready to board the westbound Empire Builder at Savanna, Illinois, en route to the Pacific Northwest.

Aboard the Empire Builder

Forty-five members of the Black Hawk Hiking Club of the Tri-Cities of Rock Island and Moline, Illinois, and Davenport, Iowa, recently traveled round trip on Great Northern's streamlined Empire Builder from Savanna, Illinois, to Seattle, Washington, for their 33rd annual vacation and "Big Hike".

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With Seattle as their base of operations the group spent 14 days visiting various points of interest in the Pacific Northwest including Victoria, Butchart's Gardens and John Dean Park, in Canada, inspected Weyerhaeuser lumber mills in Ever-

ett and Longview, Washington, and facilities of the fishing industry at Westport.

Camps and hikes were made at Hurricane Ridge, Lake Crescent, Hoh River, the rain forests and Lake Quinault, all in Olympic National Park, Paradise in Mount Rainier National Park, Mount St. Helens, and Mount Hood and the Columbia River Drive in Oregon.

Final excursion before boarding the eastbound Empire Builder for the return journey to Savanna, was over the waterways of Puget Sound from Seattle.

Seven



HAWAII (Continued from page 3)

Harbor. From midnight the city is a solid mass of colorful explosions. On New Year's Day a young island queen and a court of princesses preside over pageantry at the Pineapple Bowl where an annual football classic is played.

There's a second New Year's in Hawaii on February 13. That's the beginning of another year on the lunar calendar used in Old China. Hawaii's Chinese proclaim Narcissus festival time, generally a few days before the end of the old year, and all races join in the celebration.

Hawaii - bound vacationists may travel in one direction, to or from ship-side at San Francisco, via Great Northern Railway's scenic northern route, at no additional round trip rail fare than that charged for direct rail routes. GN's streamlined Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California.

Giving at Christmas

From simple tokens of reverence and affection laid on the manger by the shepherds so long ago stems our custom of Christmas greetings and giving. But Holiday favors have not always been given or received in the spirit we enjoy today.

The true spirit of that first Christmas is preserved in the happy custom of giving presents to the little ones. Children of many lands love and revere their traditional giver of gifts, and none is more beloved than our own Santa Claus. Origin of the jolly old fellow has been traced to the Old World Santa Nikalaus, whose story was brought to America by the Dutch.

La Benfana brings gifts in Italy on January 5, eve of Epiphany, and is pictured as a witch-like old woman who will punish naughty children. Going to meet the Wise Men is the Christmas custom in Spain, for it is they who are believed to bring Mexican children Yuletide gifts. place their shoes, stuffed with hay for the Kings' horses, hoping to find the shoes filled with sweets and toys. Swiss villagers tell of Father Christmas and his wife, Lucy, who bring presents respectively to boys and girls.

A camel, we are told, bears gifts to children in Syria, while in the Lebanon district the camel has been transformed into a magic mule. St. Basil distributes presents to children and the poor in Greece at Christmastime, while grown-ups exchange gifts on New Year's Day. The Russians have—or had—a Santa Claus, too, called Dedushka Moroz, who brings gifts of red boots to boys and golden slippers to girls. Beloved in Scandinavia are Julgubben or Old Man Christmas, and Julbocken, the Christmas Goat, who bring gifts.

(Continued on page 18)

Eight



Forest Park in Everett, Washington, site of the annual Snohomish County "Snowfair".

Pacific Northwest "Snowfair"

Attention of the entire Pacific Northwest skiing fraternity will be on Everett, Washington, focused with the staging of the Pilchuck Ski Club's second annual "Snowfair" in the Puget Sound city, January 24-25, 1953.

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Forest Park in the residential section of Everett, the site of the event, already has half a mountain, and the ski club will again build the other half to order. Champion jumpers will soar for distances up to 160 feet, landing in a deep natural bowl which can accommodate 15,000 spectators.

Everett's more conservative civic leaders were somewhat skeptical last vear when the 32-member Pilchuck Ski Club with a paltry few hundred dollars in its treasury proposed a Winter Sports Festival. The idea of watching the world's best jumpers perform within the city, and without of snow-choked battling miles mountain passes, soon caught fire and other civic groups agreed to lend support. The result was the largest crowd of spectators of any Pacific Northwest Ski Association meet held during the season.

(Continued on page 10)

Nine

THE NIGHT BEFORE CHRISTMAS



SNOWFAIR

The 1953 Snohomish County Snowfair, will offer as its top award the Bill Gunderson Memorial Trophy presented by the Everett Daily Herald. Gunderson, who won the Class A event during the first Snowfair, was fatally injured a week later.

The field of jumpers for the 1953 Snowfair will be limited by invitation to 60. Bids have gone out to top performers in A, B, and Senior Classes, and such experts as Hans Bjornstad and Arne Hall are expected to participate. Practice jumps and a parade will be featured on Saturday, January 24, with the official Pacific Northwest Ski Association jump to follow on Sunday.

Failure of the weatherman to cooperate in providing sufficient snow will present no problem, for then a fish-icing machine will be utilized, swallowing a thousand dollars worth of ice and spewing out more than 100 tons of artificial snow for the

two-day event.

Passenger Train Schedule Changes

GN train 27, the westbound Fast Mail, now arrives Minot 7:15 PM and leaves Minot 7:25 PM.

GN train 28, the eastbound Fast Mail, now stops on flag at Ray, North Dakota, to receive revenue passen-

gers for Minot and east.

GN mixed trains 199 and 200 between Fargo and Minot via Casselton and New Rockford, now operate on a revised schedule. Train 199 now leaves Fargo 6:45 AM and all other stations earlier, to arrival New Rockford, thence on former schedule to Minot. Train 200 now leaves Minot 5:30 AM, leaves New Rockford 11:40 AM, and arrives Fargo 6:01 PM.

SP&S train 2 now arrives Pasco 7:20 PM. SP&S train 1 leaves Pasco 3:10 AM. SP&S train 4 leaves Portland 9:30 PM, Vancouver, Washington, 10:00 PM, Wishram 12:15 AM, with adjustments at intermediate stations, arriving Pasco 2:35 AM thence on former schedule to Spokane. SP&S train 103 between Bend, Oregon, and Wishram, Washington now is scheduled to leave Bend at 10:30 PM daily except Sunday, arriving Wishram at 3:30 AM daily except Monday.

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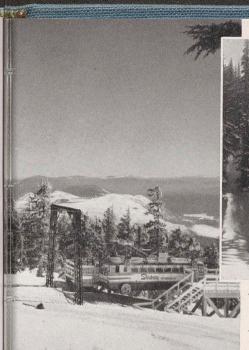
Rainier National Park

Ski areas in operation this season at Mount Rainier National Park in the state of Washington include newly-developed runs in Cayuse Pass, in the northeast corner of the park, and at Canyon Rim, 13 miles above the Nisqually entrance. In addition, there will be a new area in White Pass, 17 miles east of Packwood.

The White Pass run was cleared of timber last summer and features a two-story lodge building and tow facilities. It is expected that a resort adjacent to the ski area will be

constructed next summer.

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★ Hoodoo Bowl in the Oregon Cascades near Santiam Pass offers skiers a variety of exciting terrain.

◆ Uphill terminus of Mount Hood's huge aerial tranway which runs from Government Camp to Timberline at the 6,000-foot level.

Oregon Offers Many Winter Sports Areas

Ski enthusiasts in Oregon are fortunate to have many fine winter sports areas from which to select the site for their weekend and holiday downhill thrills. Among these are the winter wonderlands on the various slopes of Mount Hood, Hoodoo Bowl on the Santiam Pass, and the Willamette Pass area, to name but a few.

The mountain which has done much to popularize the sport of skiing in the Beaver State is 11,245-foot Mount Hood. At Government Camp on the lower south slope, lodgings, meals and ski rentals are available. In the vicinity are four popular ski areas—Windy Hill, Multorpor Hill, Summit Area, and the Tom-Dick Ski Bowl. Each of the four areas have lifts or tows to transport skiers up-

slope. At Government Camp, too, is located the terminal for the Mount Hood aerial tramway, sometimes referred to as the "Timberline Trolley", which takes visitors and skiers 3.1 miles up the slopes of Oregon's highest mountain to Timberline.

The Timberline area, also on the south slope of Mount Hood, offers skiers excellent facilities including a 500-foot Betsy Tow and advanced Otto Lang of 1,200 feet in length. Also for advanced skiers are the Platter Pull and Magic Mile chair lift which takes them an additional thousand feet higher on the mountain, from where they may cruise from a seven thousand foot elevation on a course four miles long. Fabulous Timberline Lodge, located in this area, of-

(Continued on page 14)

Eleven







Scientists believe that the end is drawing near for the last major epidemic disease, polio. But as the research fight becomes more hopeful, the epidemic impact is increasing. In 1952, polio hit the nation with record force for the fifth straight year, and for the fifth straight year, March of Dimes funds came to the aid of tens of thousands of victims.

As polio casts its shadow over its potential victims for 1953, the need for a quick knockout blow grows in significance. That punch will take a tremendous amount of March of Dimes funds.

We must make certain that as in the past, no polio patient goes without proper care for lack of funds. Your past support to the March of Dimes has brought the fight against polio to the brink of success. To assure adequate, continued financing of the polio fight, your contributions are solicited during the annual campaign period, January 2 to 31.

OREGON WINTER SPORTS

(Continued from page 11)

fers excellent accommodations at rates which have been reduced for the 1952-53 season.

At the Cooper Spur area, on the northern slope of Mount Hood, meals and lunches are available. Tows will be in operation on weekends and holidays. Shelter cabins with fireplaces are maintained.

New trails have been constructed and existing ones widened at Hoodoo Bowl on the Santiam Pass east of Salem. Bunny Trail, a two and a half mile course down the slopes of Hoodoo Butte, has been widened so as to decrease the grade. Facilities at Hoodoo include a 4,000-foot double chair lift which has a capacity of 380 skiers an hour. Three rope tows are also maintained. A coffee shop and ski shop operates in the lodge, with equipment rentals available at the ski shop. Overnight accommodations may be had at Santiam Lodge and Suttle Lake. Facilities in this area operate on weekends and during Christmas and spring vacations.

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The Willamette Pass area at Cascade Summit is a favorite for the Eugene population center. A ski bus, operating from Eugene, serves this area each Saturday and Sunday during the season. A warming shelter and lunch room are operated on weekends and holidays, as well as a ski patrol and ski school. Tobogganing is an added attraction. Overnight accommodations are available at Mc-Credie Springs, Oakridge, Odell Lake, Crescent Lake and Eugene.

Other areas in Oregon which will be in operation this season include Eagle Cap, one of the state's newer ski areas located near Joseph in the Wallowa Lake area; the Spout Springs-Tollgate area in the Blue Mountains; Warner Canyon near Lakeview; Hi-Desert Area in the Malheur National Forest near Burns;

(Continued on page 16)

Fourteen



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Waiter: "May I help you with your soup sir?"

Diner: "Why? I don't need any help?"

Waiter: "Sorry sir. From the sound I thought you wanted to be dragged ashore."

Santa, Please!

Last Christmas, Santa Claus gave me a wooden whistle, but it wooden whistle. I changed it for a steel whistle, but it steel wooden whistle. Then I got a tin whistle, and now, boy, tin I whistle!

* * * Naturally

"Any big men born around here?" a tourist asked in a condescending tone.

"Nope," responded the native. "Best we can do is babies. Different in the city, I suppose."

* * * Preference

Three old men were discussing the ideal way to die. The first, aged 75, said he'd like to go quickly and hoped for a crash in a speeding car. The second, aged 85, agreed on a speedy end, but thought he'd prefer a jet propelled plane.

"I've got a better idea," mused the third, aged 95. "I'd rather be shot by a jealous husband."

How True

Teacher: What is the principal export of the United States?

Star Pupil: "Money."

Tie-d

A nagging wife relented and bought her husband two neckties for Christmas. The next morning he donned one and made a grand entrance for breakfast.

"Hummph!" snorted the nagger when she saw him. "So you didn't like the other one, eh?"

* * * Going Up?

Two citizens who had been thoroughly "pressurized" were walking off the effects. Their course was more or less casual and they presently found themselves on a railroad track. After trudging along for some time, one of the pair observed:

"This is the longest stairsteps I ever tried to climb."

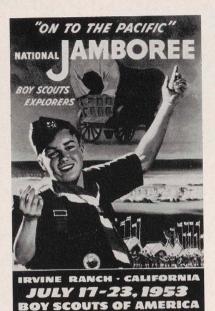
"Sho is," his companion agreed, "whatta you reckon they made the banisters so low for?"

Timely Observation

Archaeologist: "In the West excavators found the remains of a man with one foot in his mouth."

Sociologist: "Amusing. An ancient politician, no doubt."

Fifteen



More than 50,000 Boy Scouts and leaders from all parts of the nation and from other lands will camp together at the third National Jamboree July 17 through 23, 1953.

The tent "Jamboree City" will rise on the 3,000-acre site on the Irvine Ranch in the Newport Harbor area of Southern California, about 40 miles southeast of Los Angeles. The camp will have its own electricity, water supply, telephone service, post office and other services, and will be the largest encampment of boys ever held.

All cooking will be done by the Scouts who will take part in pageants, ceremonies, displays, campfires, demonstrations, inter-camp visits and swim in the Pacific Ocean. Outstanding Americans will take part in principal events.

Sixteen

Wenatchee-Seattle Sleeping Car

Great Northern now provides sleeping car service between Seattle and Wenatchee, Washington, on the Fast Mail, trains 27 and 28.

A 6-section, 6-double bedroom Pullman sleeping car is operated eastbound on train 28 out of Seattle, and westbound on train 27 out of Wenatchee. It is planned to continue this sleeping car service until about March 1 of next year.

Space is ready for occupancy westbound at Wenatchee at 9:30 PM with departure scheduled for 11:15 PM. Arrival at Seattle is at 5:00 AM and car may be occupied until 8:00 AM.

Eastbound, the car is ready for occupancy at Seattle's King Street Station at 9:30 PM with departure 10:45 PM. Arrival in Wenatchee, where the car is set out, is 3:25 AM with occupancy until 8:00 AM.

Passenger Election

M. C. Saxton, city passenger agent, NP, was recently elected president of the Chicago City Passenger Agents Association. Other newly elected officers of the group include Walter Anderson, SF, first vice president; Pierce O'Brien, B&O, second vice president, and Ed Hooper, CP, secretary-treasurer.

OREGON WINTER SPORTS

(Continued from page 14)

Starr Ridge, 13 miles south of Canyon City; McKenzie, including Whitebranch and the Hand Lake Areas near McKenzie Pass; Skyliner's, southwest of Bend; Union Creek out of Grants Pass and Medford; Mary's Peak near Corvallis, and Meachem, in the eastern part of the state.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

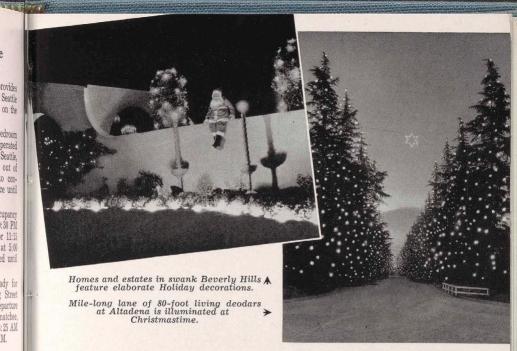
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Holiday Season in Southern California

In Southern California's Subtropical climate, the Christmas Holidays are celebrated out-of-doors, with miles of living Christmas trees shimmering with lights, and Santa Claus leading parades on land and water.

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An estimated 100 miles of Christmas Tree Lanes are lighted. Most famous is the "Mile of Christmas Trees", the 80-foot deodars along Santa Rosa Avenue at the foot of Mount Lowe in Altadena. Glendale, another Los Angeles suburb, makes a "Tunnel of Lights" by stringing thousands of colored globes over its main street.

At Newport Harbor, home of 5,000 pleasure boats, a 75-foot lighted tree is towed about the bay at night. Hollywood Boulevard, "Main Street" to the movie stars, is decorated with 26-foot metal trees blazing with 20,000 colored lights.

One of the favorite sights for visitors is the "Christmas Nights" contest in swank Beverly Hills. Lighted Santas crawl into chimneys and deer leap over patio walls as movie and radio stars compete in decorating their homes and estates.

A Mexican fire engine with acrobatic firemen performing while it moves, is a unique attraction in the International Children's Christmas Parade at Calexico on the Mexican border. The parade winds back and forth across the line into Mexico's Mexicali.

"Melodies in Flowers" is the theme around which tons of fresh flowers will be fashioned for floats in the Tournament of Roses parade in Pasadena on New Year's Day. Sixty songs in flowers, so fresh their perfume wafts to spectators along the (Continued on page 18)

Seventeen

Passenger Club Election





Waugh

Connolly

Newly elected president of the Portland, Oregon, Passenger Association is Bert E. Waugh, Great Northern Railway city passenger agent. Other new officers named include Carl Jespersen, UP ticket clerk, vice president, and John V. Cook, B&O passenger representative, secretary-treasurer.

Elected to the board are John P. Connolly, Great Northern city ticket agent; Warren D. Brummer, assistant manager, Gray Line; Joe Ceglie, ticket clerk, Union Station; S. E. Donohoe, C&NW traffic representative; Tom Martin, SP&S general passenger agent, and L. W. Abbott, manager, Foote, Cone & Belding.

MRS Veterans Reunion

The seventh annual reunion of the Military Railway Service Veterans, held recently in New York City, was attended by nearly 400 veterans from all parts of the United States who had served in Military Railway Service units during World War II. New Orleans was selected as the site for the September, 1953 convention.

All veterans who served with railway service units during World War II, are eligible for membership in the organization.

Eighteen

Moments for Memory

Christmas trees and Christmas lights, Mistletoe and holly, Packages and such delights Make this season jolly.

Families gather close around—
Faces bright and glowing.
Yuletide warmth and love abound;
Hearts are overflowing.

These are moments you can stay.
Pictures tell a story
Of all the joys on Christmas day—
All the warmth and glory.

-Jeanne Cole

CALIFORNIA HOLIDAY

(Continued from page 17)

curbs, will constitute the famous parade.

Pasadena is limiting the floats to this number and to 20 bands and 200 horsemen in order to further improve the quality of the spectacle for which thousands time their visits to Southern California in order to be in Pasadena on New Year's Day.

Only fresh flowers may be used to give the delicate configurations and brilliant colors to the floats. To keep the flowers fresh, they are left unpicked until the last hour, and then rushed into Pasadena on the last day of December. On New Year's Eve when others are celebrating, float workers are fashioning the fresh blossoms into giant scenes of beauty.

GIVING AT CHRISTMAS

(Continued from page 8)

At this happy season childish hearts are aglow with anticipation. To grown-ups, it is a time of goodwill, when quarrels are composed and forgotten, old friendships renewed, and a universal spirit of charity and forgiveness is evoked in gratitude for the priceless gift to the world on that first Christmas.

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Olde England Inn, reminiscent of Tudor England, set in the midst of three acres of wooded grounds.

A cozy corner of Olde England Inn in Victoria, is the Ingle-Nook, where guests forgather.

Christmas in British Columbia

Christmas in Victoria, British Columbia, with its historic associations of the great Queen and an atmosphere remindful of the cherry Holiday scenes depicted by Charles Dickens, has a unique appeal for Pacific Northwest visitors.

Lovely old Victorian homes, resplendent in a modern Christmas setting of illuminated evergreens, capture the spirit of another day and set the tone for a good old-fashioned Christmas celebration. Traditions of the Victorian period, preserved in many of the city's homes, bring a rich experience into the lives of visitors in search of the charm and graciousness of a more leisurely age. Standing on a rocky buttress surrounded by gnarled oaks is the The Olde England Inn, a half-timbered, gabled mansion reminiscent of Tudor days of the first Queen Elizabeth.

Here the pageantry of Merrie England has been delightfully preserved. As one steps over the threshold, the pages of history are turned back to a Baronial Hall, beamed and panelled, with a great open fireplace and gleaming copper canopy. Yule logs blaze, reflecting their glowing light on 17th Century furnishings, copper, brass, silver, and suits of 15th and 16th Century armour. From a minstrels' gallery, mellow notes of an organ peal out the traditional "God Rest Ye, Merrie Gentlemen".

Serving girls in costumes of Tudor days bustle about, bearing huge platters of Christmas fare—roast turkey, mince pies, glasses of Wassail from the Wassail Bowl, chestnuts to roast in glowing embers, English plum pudding with its brandy-snap a blazing, all making up a scene of warmth, happiness and good cheer.

Nineteen

Christmas Railroad Hour



"Mr. & Mrs. Santa Claus"—Railroad Hour star Gordon MacRae and wife Shiela.

Following the custom of the past several years, the Railroad Hour broadcast preceding Christmas will depart somewhat from the usual format with a special Holiday program. Co-starring with Gordon MacRae on Monday, December 22, will be Dorothy Kirsten of the Metropolitan Opera Company. On the year end program, December 29, Dorothy Warenskjold, star of the San Francisco Opera Company, will appear with Mr. MacRae in the annual "Review of the Year".

Other programs during December include "Holiday Inn" with Dorothy Warenskjold, December 15.

The Railroad Hour, sponsored by the Association of American Railroads is heard nationwide over NBC radio 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.

GN Blood Procurement Car

Itinerary of the Richard Vincent Whalen, Great Northern Railway-Red Cross blood procurement car, now on its fourth tour collecting blood for the armed forces, included recent stops at Deer River, Grand Rapids, Bovey, Calumet, Nashwauk and Keewatin, all in northern Minnesota.

The present schedule calls for the car to be in service at Hibbing, Chisholm, Buhl and Virginia, Minnesota, Superior, Wisconsin, and Duluth, Minnesota, during the month of December and through January 9.

The car then will go to western Minnesota, North and South Dakota communities, terminating tour four February 21.

The blood procurement car, converted and provided by Great Northern Railway as a public service and named in memory of Pfc. Richard Vincent Whalen, first Great Northern employe to lose his life in Korea, was placed in service in Saint Paul, Minnesota, in early April, 1952. Upon conclusion of tour three in October, blood collected totaled 8,474 pints in 75 collection days in 52 cities and towns in Minnesota and the Dakotas.

The Richard Vincent Whalen is operated by Great Northern over its lines without cost to the Red Cross, which organization staffs the "blood center on wheels" in its extensive tour of communities throughout the railway's territory.

Operation of the car is giving thousands of citizens their first opportunity to give blood for the armed forces.

G. W. (Bill) Carlson, Great Northern Agent at Alexandria, Minnesota, died on November 27. Mr. Carlson joined Great Northern in July, 1903 as agent at Amenia, North Dakota. He has been at Alexandria since July, 1916.

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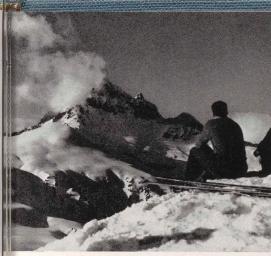
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Late afternoon at Garibaldi Provincial Park, A
a popular winter sports center near
Vancouver, B. C.

Skiers prepare for a championship meet on the jump at famed Grouse Mountain in > British Columbia. Leonard Frank photos.



Skiing in Western Canada

There's an international flavor to winter sports in Vancouver and Victoria, British Columbia, areas, where Canadian and U. S. skiers mingle.

Two top-flight winter sports centers are located at the city limits of Vancouver. Hollyburn Ridge and Grouse Mountain, each complete with lodges and ski shelters, 2,900-foot and 3,800-foot ski lifts, are favorite centers for both Canadians and visitors from the United States who want to combine city diversions with a winter sports holiday.

The Forbidden Plateau on Vancouver Island, is reached through Victoria, provincial capital. Skiing and snowshoeing are available at the Plateau Lodge and equipment may be rented. There are six miles of excellent trail skiing and several good slopes available.

The side trip into Canada is a popular feature among travelers who take the Pacific Northwest route to California or Hawaii. Passengers on the streamlined Empire Builder or Western Star, on Great Northern's main trans-continental route between Chicago and Seattle-Portland, can reach Vancouver in less than four hours from Seattle via the Twin Internationals.

These streamliners make three trips daily in both directions between Seattle and Vancouver, following GN's coast route along Puget Sound. This scenic trip is noted for its superb views of the Cascade Range, the Olympics, and the hundreds of evergreen islands which dot the water of the Sound and the famous Strait of Juan de Fuca.

Twenty-one

GN Western Star Schedule Changes

The streamlined Western Star now operates on a revised schedule west-bound between Chicago, Saint Paul-Minneapolis and Shelby, Montana, thence on same schedule as heretofore to Spokane, Portland-Seattle.

10:50PM Lv Chicago

7:15AM Ar St. Paul 8:00AM Lv St. Paul 8:22AM Ar Minneapolis 8:30AM Ly Minneapolis c 8:49AM Lv Wayzata 9:37AM Litchfield 10:10AM Ar Willmar 10:15AM Lv Willmar 10:48AM Benson 11:17AM Morris 12:25PM Ar Breckenridge 12:30PM Ly Breckenridge 12:33PM Wahpeton 1:25PM Moorhead 1:30PM Ar Fargo 1:40PM Ly Fargo 2:40PM Hillsboro 3:30PM Ar Grand Forks 3:40PM Lv Grand Forks 5:09PM Lakota 5:45PM 6:59PM Devils Lake Rugby f 7:22PM Towner 8:15PM Ar Minot 8:25PM Ly Minot 9:43PM Stanley 11:00PM Ar Williston (CT) 10:10PM Lv Williston (MT) c11:12PM Culbertson f11:59PM Poplar Wolf Point f12:24AM 1:15AM Ar Glasgow 1:20AM Lv Glasgow f 2:06AM Saco f 2:37AM Malta c 3:28AM Harlem f 3:53AM Chinook 4:30AM Ar Havre 4:40AM Lv Havre Big Sandy 5:26AM Fort Benton 6:35AM 7:45AM Ar Great Falls 8:00AM Ly Great Falls 9:07AM Dutton 9:59AM Conrad 11:05AM Shelby 9:30PM Ar Spokane 9:55PM Lv Spokane 7:30AM Ar Seattle 7:30AM Ar Portland (SP&S)

c Conditional Stop f Flag Stop

The eastbound Western Star now arrives Chicago at 7:30 AM, one half hour earlier than heretofore. Due to

earlier arrival of westbound CB&Q train 53 at Saint Paul and eastbound CB&Q train 54 at Chicago, dining car service has been discontinued between the Twin Cities and Chicago. The coffee shop car, in regular service between Chicago and Seattle, now provides breakfast service in both directions between the Twin Cities and Chicago.

Aboard the Empire Builder

Recent passengers aboard Great Northern's streamlined Empire Builder en route from Ephrata, Washington, to New York City, were Harvey Noll accompanied by his parents, Mr. and Mrs. William Noll.

Harvey, age 13, was the winner of the Central Washington Talent Quest, singing and playing western music. Radio station KPQ at Wenatchee, Washington, sponsored his appearance in the east on several programs including the Breakfast Club, Barndance, and Paul Whiteman's Teen-Age Club. He also made appearances in Chicago, Washington, D. C., and New York under the auspices of the Washington State Apple Advertising Commission.

Your Railroads

During the first 10 months of 1952, Class I railroads put 2,096 new locomotives, or 2,667 units, into service, according to the AAR. In the same period of 1951, they installed 2,135 new locomotives, or 2,929 power units.

Of the total number installed so far this year, 2,080 were diesel and consisted of 2,650 power units. The remainder included 15 steam and one electric.

New locomotives installed in October of this year totaled 203, of which 201 were diesel and two steam. In October of 1951, 279 new locomotives were placed in service, all being diesel except for two steam.

Twenty-two

Membe tion of the reported 1952, are foreman, Joyce, a Spokane, machiniss E. Knigh Los Ang assistant Falls, Mo ductor, I J. Schol

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Glanings Members of the Veterans' Associa-

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1952, are: Frank M. Fowler, car foreman, Superior, Wis.; Merton E. Joyce, assistant chief dispatcher, Spokane, Wash.; Arthur B. Johnson, machinist, Williston, N. D.; Arthur E. Knight, division superintendent, Los Angeles, Calif.; Jas. G. Riach, assistant locomotive foreman, Great Falls, Mont.; Chas. J. Swanson, conductor, Pelican Rapids, Minn.; John J. Scholtes, switch foreman, Sioux City, Ia.; James H. Thomas, conductor, Breckenridge, Minn.

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Members reported pensioned during November, 1952, are: George E. Anderson, general fuel supervisor, St. Paul, Minn.; William E. Burton, clerk. Vancouver, B. Charles H. Burman, engineer, Fargo, N. D.; William J. Braiedy, conductor, St. Cloud, Minn.; Max V. Cebulla, engineer, Havre, Mont.; Charles E. Carlson, agent, Lake Norden, S. D.; John G. Drury, boilermaker helper, Hillyard, Wash.; Bert F. Goodwin, locomotive engineer, Sioux City, Ia.; Melvin J. Hartman, engineer, Minot, N. D.; Albert E. Lee, engineer, Havre, Mont.; John Lorenz, assistant chief clerk, Willmar, Minn.; Edward T. Nelson, agent, Grace City, N. D.; Joseph C. Unger, passenger brakeman, Seattle, Wash.; Henry W. Waisanen, brakeman, Kelly Lake, Minn.; Bernard E. Wreske, engineer, Breckenridge, Minn.

John W. Money, UP city ticket agent, was recently elected president of the Seattle, Washington, Passenger Club. Jack Foerster, Milwaukee Road, was named vice president; Randall Hurd, Santa Fe, treasurer; H. M. Lindhold, Pan-American, secretary.

A new station named "Bonspur" is being established on Great Northern's Mansfield Branch covering the new track setup serving the Bonneville Power Administration in Douglas County, Washington.

The 1953 convention of the Veterans' Association of the Great Northern Railway is scheduled to be held on June 6, in Great Falls, Montana.

B. B. McCannon has been named Great Northern Railway depot ticket agent at Spokane, Washington.

Twenty-three

THE STREAMLINED EMPIRE BUILDER



Great Northern Railway



