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THE GREAT NORTHERN GOAT

Vol. 23 1 - 12

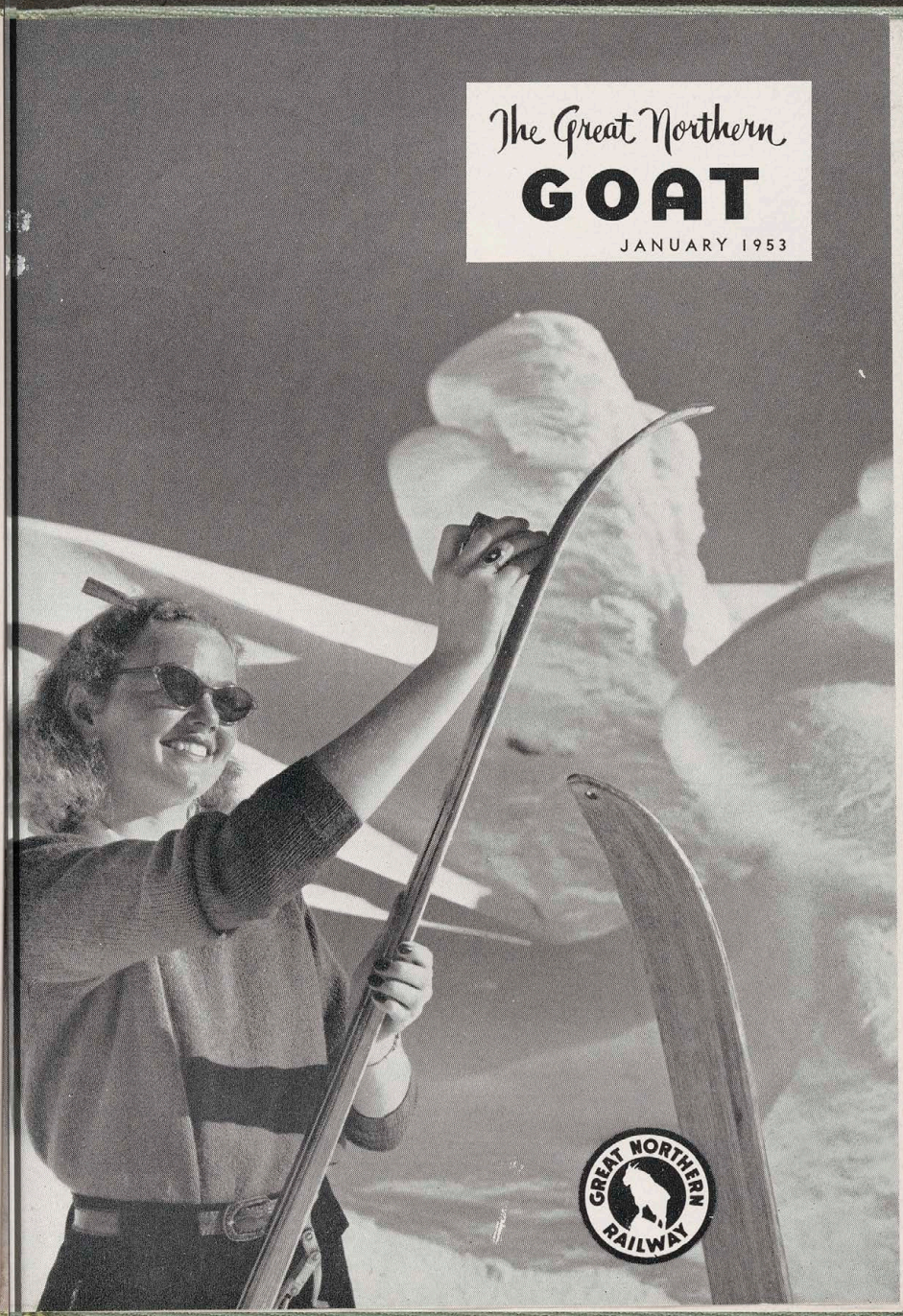
1953

Great Northern
Railway Company
Records

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Vol. 6
Advertising & Publicity






The Great Northern
GOAT
JANUARY 1953
GREAT NORTHERN RAILWAY



Half Way Up Mount Hood

The "People's Forest" is the world's name for the Mount Hood National Forest where Mt. Hood with steam in its caves and icicles on its cliffs invites more skiers of all grades than any other single alpine spot in the Cascades. In fact it invites from 2000 to 4000 folk over many a week-end. In the throbbing heart of the "People's Forest" stands the fabulous Timberline Lodge, the center of 1,099,315 acres of enchantment.

This Lodge is truly the people's rendezvous, one that commands their deepest respect and admiration to say nothing of American pride in the building itself. Facing the sea of blue-green mountains to the south the Lodge blends into the face of Mt. Hood which stands 11,245 feet higher than the blue Pacific plains. On its 6000 foot shelf half way up the mountain the Lodge is truly lush in more ways than one with its purple patches of mountain asters and blue lupine, its alpine firs and mountain hemlocks where conies scamper in and around the boulders of lava and bucks with the velvet on their antlers meet members of the human family at twilight with no fear in their soft brown eyes.

Built of native stone and timber on a gargantuan scale with a Cascadian type of architecture, Timberline Lodge is all harmonious, a recreational mountain rendezvous that is truly a memorial to the consecrated efforts of American artists and craftsmen. Several great timbers, evidently cedar telephone poles, extend from the face of the Lodge with their ends carved in the likeness of bears and rams. This Lodge offers alpine hospitality to 250 guests with its 45 guest rooms, great lounges and spacious dining room. In the center of the Lodge stands the massive stone chimney, hexagonal in shape, with fireplaces on three sides. In every detail of construction and furnishings the spirit of the pioneers of American history has been maintained. The draperies at the windows are hand-woven fabrics or appliqued with designs suggestive of Mother Nature herself.

Among the irresistible chambers are the Blue Spruce Room, the Cattail Room and the Trillium Room. The hooked rugs on the floor tell their own stories. The gateway into the dining room is a masterpiece of wrought iron as are the lamps and fixtures. Everything is representative of the flora and fauna of Mt. Hood. Rawhide thongs also play their part in connection with the lamps and chairs.

Particularly to be enjoyed are the great carved newel posts down the stairway, telephone posts of cedar. Each one is a carved masterpiece representing bears, pelicans, owls and ducks and all of them were shining with the polish of many hands of the people who trail up and down those solid but easy log steps. Over one of the doorways is a carved panel of a sleek, golden panther resting at length and over the fireplace in the dining room bears are romping in their antics. Everywhere dusky corners are lighted up with original paintings of wilderness beauty. Over the drinking fountain is a mosaic of bears, deer and fish.

In the shadow of the great carved front door doze the shaggy St. Bernard dogs, Mac and Gretal, utterly oblivious of the people brushing in and out past their noses. In the cool of the summer mornings and again during the twilight hours Gretal and Mac really come to life and gambol with freedom.

Not only is Timberline Lodge rich with interesting attractions but it is now flanked to the right and to the

(Continued on page 18)



THE GREAT NORTHERN GOAT

VOL. 23 January, 1953 No. 1

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

The Goat's Cover



Many Pacific Northwest winter playgrounds are situated on the peaks, passes and valleys of the Cascade Range.

Photograph by Ray Atkeson.

GN Report for 1952

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

Substantial additions to its diesel locomotive fleet and freight-moving equipment were made by Great Northern Railway in 1952. The company also continued its long range program of system-wide improvements to tracks and other transportation facilities.

Great Northern's investment in new motive power and equipment in 1952 totaled nearly 24 million dollars. The railway acquired 45 units of diesel power, and at the end of the year was operating 327 diesel locomotives, comprised of 509 units of this power.

The railway built 1,285 steel, 50-ton boxcars in its St. Cloud, Minnesota, shops at a cost of approximately 9 million dollars. Other equipment acquired in 1952 included: 50 boxcars for passenger train service; 250 gondolas, 700 ore cars and 50 express refrigerator cars.

The Western Fruit Express Company, a Great Northern subsidiary, acquired 300 heavy-insulated refrigerator cars during the year.

Expenditures authorized for additional diesel power units and equipment in 1953 will total more than 13½ millions, and will include: 37 units of diesel power, 500 boxcars, 300 hopper ballast cars, 100 covered hopper cars and 200 flat cars. The Western Fruit Express Company's equipment program for 1953 will include 350 heavily-insulated refrigerator cars.

Investment in track improvements in 1952 approximated 14½ millions. This program included installation of 161 miles of new, 115-pound rail, and placing of 365 miles of heavy ballast. Great Northern also com-

(Continued on page 6)



Left to right: N. D. Keller, GPA, Seattle; P. G. Holmes, PTM, St. Paul; G. M. French, AGPA, Chicago; S. T. Thorson, GAPD, St. Paul, compare new and old interline tickets.

GN Adopts Modern Interline Ticket

In the earliest days of railroading, most fares were collected by the conductor of the train. At points where agents or clerks were in attendance, the passenger, upon paying his fare, received a slip of paper bearing a statement in longhand informing the conductor that the bearer was entitled to ride between certain stations. These were the first rail tickets.

As passenger travel increased and as interline business developed, the railroads were confronted with increasingly involved bookkeeping in connection with division of revenue. Methods were developed to cope with this problem such as dating and serially numbering each ticket, use of special watermarked Association ticket safety paper, etc.

After several years of experimentation with other western rail lines, Great Northern has adopted a simplified book type ticket which spells doom for the old style of interline ticket with its yards of coupons.

(Continued on page 6)



The Boy Scouts of America, with a membership at an all-time high in excess of 3,250,000 Boy Scouts, Cub Scouts, Explorers and adult Leaders, will observe the organization's 43rd birthday during Boy Scout Week, February 7 through 13.

The celebration will stress "The Scout Family", depicting how parents and others of the family often have a relationship to the Scout Program. At "Open House" evening meetings Scouts will introduce members of their families to their fellow Scouts. Tribute will be paid to the American home and its influence on the lives of boys and its place in a free society.

The actual birthday, February 8, will be observed in countless churches of all faiths as "Boy Scout Sunday". Scouts and Leaders will attend services in uniform. Members of many Scout Units will have parents and other members of their families sit with them during services.

GN REPORT FOR 1952

(Continued from page 4)

pleted a major change in its transcontinental main line near Glacier National Park in Montana. This project involved realignment of 3½ miles of line, and cost 1 million dollars.

Track improvements authorized for 1953 will include installation of 185 miles of new 115-lb. rail, and ballasting of 496 miles of roadbed. This program will cost approximately 15½ millions.

MODERN INTERLINE TICKET

(Continued from page 5)

The book is approximately dollar bill size, fits conveniently into purse or wallet, and contains from one to six coupons plus agent's coupon and passenger's portion. Coupons are carbonized and may be prepared easily and quickly by pencil, ballpoint pen or typewriter. The ticket seller fills in the route, class, fare, date of expiration, etc., in spaces provided. When more than six coupons are required, books are stapled together.

The inside back cover contains all the information shown on regular coupons and serves as a receipt, while space is provided on the inside front cover for the passenger's name and signature, and for validation when required. Outside covers are printed in Great Northern's distinctive orange and green. Separate paster forms are provided to cover transfer at Chicago and certain other points.

In addition to greatly simplifying the actual issuing of tickets, the new form has many other advantages: savings in paper stock due to elimination of various forms; reduction of possible errors; complete information on each coupon simplifies redemptions and exchanges and is of tremendous value to the accounting departments.





Visiting teachers inspect GN's well-stocked commissary in the railway's dining car department.

GN officials joined the delegation of teachers for luncheon aboard a Western Star dining car.

Saint Paul "E-E-E" Day

Great Northern Railway was host to a group of 31 public, parochial and private school teachers during the recent observance of Employer-Employe-Education Day in Saint Paul, Minnesota. Purpose of "E-E-E" Day is to foster a better understanding between the teaching profession, business management and labor. Participants included railways, hotels, retail and wholesale establishments, department stores, other business enterprises, and labor groups.

John M. Budd, GN president, greeted the group upon arrival at the railway's general office building in Saint Paul with a brief history of Great Northern and an explanation of the system's workings.

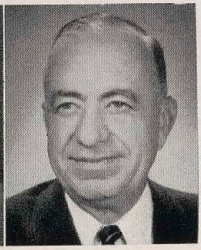
The group visited the telegraph department, mechanized accounts bureau and library-museum in the building, then toured the Jackson Street Shops and nearby facilities including the stores department, metal and wood working shops, wheel shop, and the roundhouse where the venerable locomotive William Crooks and replicas of early coaches were on display.

Following luncheon aboard a streamlined Western Star dining car near the commissary, the group returned to the general office building for explanatory talks on various phases of the railway by officials and department heads, and a question and answer session.

GN Passenger Department



Schnell



Deissler

Retirement of Frank M. Schnell, Great Northern's general agent passenger department in New York City since 1938, as of December 31, 1952, and the appointment of Henry Deissler, district passenger agent there, to succeed him, is announced by P. G. Holmes, passenger traffic manager.

Mr. Schnell entered railway service in 1908 with the Erie Railroad. He joined Great Northern as city passenger agent in New York City in 1921, became district passenger agent in 1924, and was appointed general agent passenger department, in 1938.

Mr. Deissler has been in the railway's passenger department in New York City since 1920, following service with the New York Central and the City of New York. With Great Northern, he was successively stenographer-clerk, city ticket agent and city passenger agent prior to his appointment as district passenger agent in 1938.

Other changes in personnel in GN's New York City passenger office are: city passenger agent J. E. O'Connell, to district passenger agent; ticket agent Miss M. A. Meechman, to city passenger agent; assistant ticket agent H. W. Heyer, to ticket agent; steno-clerk R. J. Foley, to assistant ticket agent; steno G. H. Vass, to steno-clerk.



Whitlock



Thomann

E. H. Whitlock, general agent passenger department, in charge of Great Northern Railway's passenger office in Washington, D. C., since 1936, retired as of December 31, 1952.

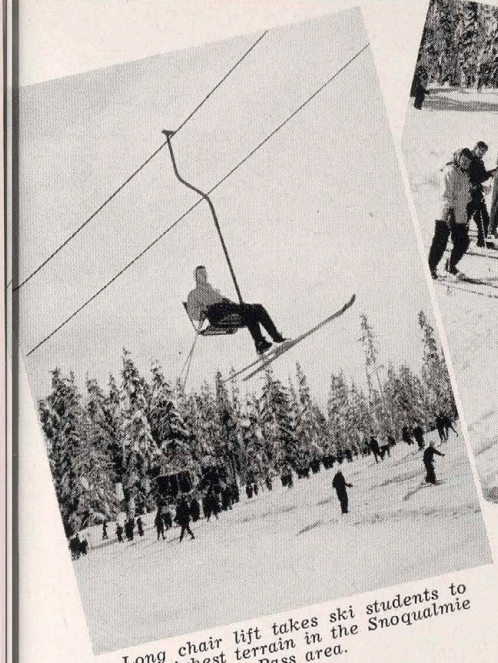
Mr. Whitlock, with the Pennsylvania Railroad for 12 years before joining Great Northern as traveling passenger agent in Philadelphia in 1922, was appointed district passenger agent in Philadelphia in 1926. Ten years later he was transferred to Washington in charge of the passenger office.

His successor, with added responsibilities, is J. F. Thomann, GN district passenger agent in Chicago. Thomann will represent both freight and passenger departments of the railway in Washington, with the title of district freight and passenger agent.

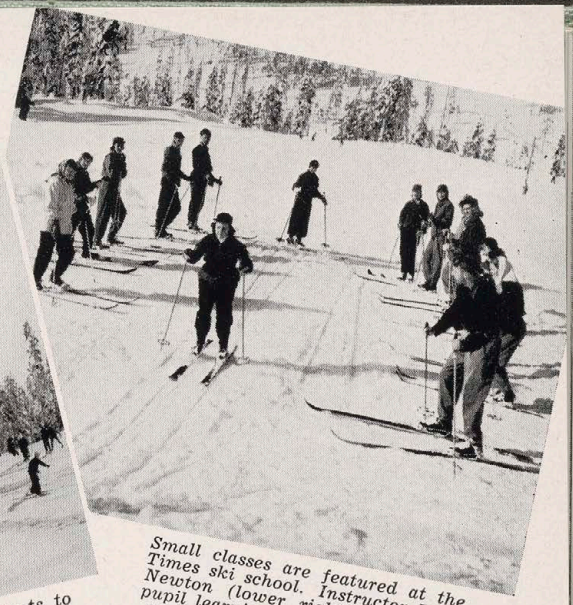
Mr. Thomann spent 22 years with the Missouri-Kansas-Texas Railroad before joining Great Northern as city passenger agent in Detroit in 1936. In 1942 he became traveling passenger agent in Chicago, and in 1948, district passenger agent there.

Hugh L. Gibson, traveling passenger agent in Saint Paul, Minnesota, succeeds Mr. Thomann as district passenger agent in Chicago. He was first employed by the railway as a steno-clerk at Des Moines, Iowa, transferring to Minneapolis in 1940

(Continued on page 17)



Long chair lift takes ski students to the highest terrain in the Snoqualmie Pass area.



Small classes are featured at the Times ski school. Instructor Dave Newton (lower right) watches a pupil learning the straight running position. Seattle Times photos.

Seattle Times Ski School

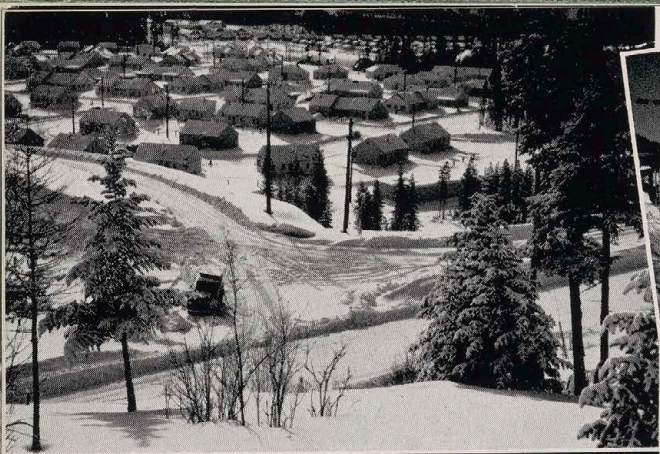
The tenth annual Seattle Times Free Ski School, opened early this month at Ski Acres, popular winter sports area and resort located 50 miles east of Seattle near the summit of Snoqualmie Pass.

Inaugurated in 1939 to teach Seattle high school students the fundamentals of controlled skiing, the school is under the sponsorship of the Seattle newspaper and the city's Council of Parent-Teacher Associations. Facilities at Ski Acres are devoted exclusively to pupils of the Times Free Ski School on consecutive Saturdays for a nine-week period concluding with the February 28th session.

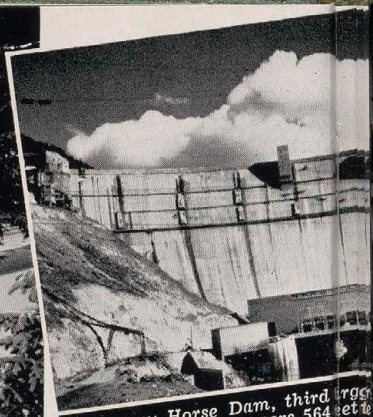
Ken Syverson, dean of Pacific Northwest ski instructors, heads a large group of experienced ski teachers, the majority of whom are veterans of previous Times Free Ski Schools.

The school features special events such as slalom races and queen elections each week, and an annual final day tournament, which will mark the wind-up of the 1953 program. Gold and silver medals will be awarded to the outstanding racers in the special slalom events. The high school whose ski schoolers score the most points in the races will receive a special award at the close of the season.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Homes occupied by government and contractor employes will be taken over by operation and maintenance employes when construction is completed.



Hungry Horse Dam, third [illegible] in the world, towers 564 [illegible]

Hungry Hors

THIRD HIGH

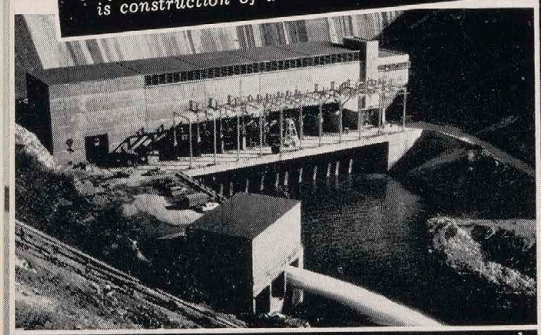
IN THE WO

A week after the Presi[illegible] of the Unite
Horse Dam, on October 1, 152,2[illegible]ur black be
near the cableway tow[illegible] on the cliff abo
the bears, but it was assumed that they we
for the dedication ceremon[illegible] on[illegible]se were s
will move in closer now that [illegible] of the hum

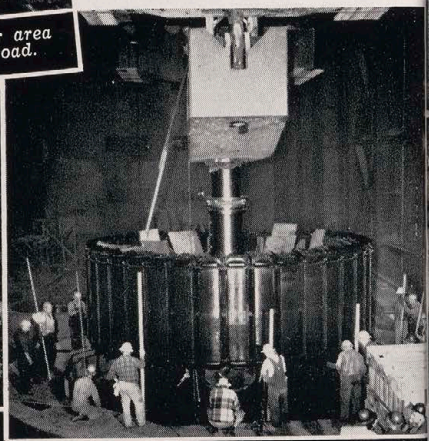
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Major job remaining at Hungry Horse reservoir area is construction of a 47-mile west side service road.



Hungry Horse power plant will have a year-around dependable capacity of approximately 200,000 kilowatts.

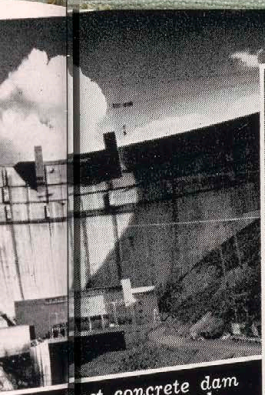


Million-pound rotor for Hungry Horse generator number 2 scheduled to begin production last December.

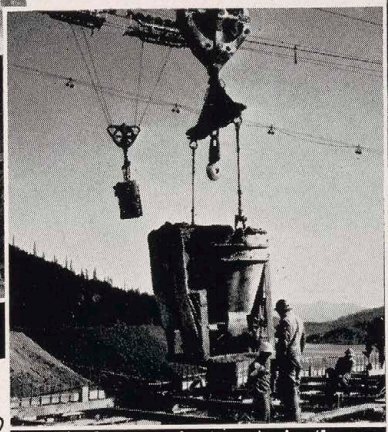


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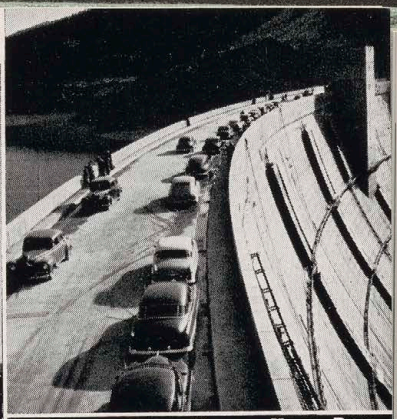
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Dam, third
towers 56
est concrete dam
above bedrock.



Final pour of concrete in the massive dam was placed on October 4, 1952.



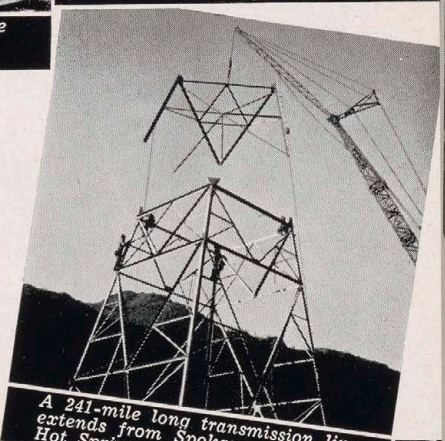
Highway across Hungry Horse Dam will be open to regular public travel this year.

gry Horse

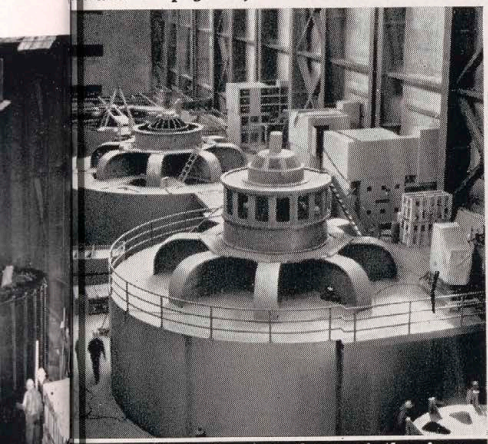
THIRD HIGHEST CONCRETE DAM
N THE WORLD GOES TO WORK

r the Pres t of the United States dedicated Hungry October 1, four black bears were seen by workmen y tail to n the cliff above it. Nobody interviewed t was ass that they were either several days late n ceremo r else were scouts for the wild-life that er now th st of the human population is moving out.

nued on page 12)



A 241-mile long transmission line extends from Spokane, Wash., to Hot Springs, Mont., and the dam.



ower plant showing three of the four Hungry Horse generators in various stages of erection.

U. S. Bureau of Reclamation photos.



Two 230,000-volt transmission lines carrying power from Hungry Horse to a high voltage switchyard located 1,200 feet downstream from the dam.

ngry Horse
ed to begin
mber.

GN Freight Department



O'Brien



Conrad

Appointment of two assistant general freight traffic managers for Great Northern Railway, effective January 1, is announced by George F. Hardy, general freight traffic manager. Both positions are newly created and will have headquarters in Saint Paul.

Named assistant general freight traffic manager in charge of rates and divisions, is Wallace D. O'Brien of Saint Paul. Mr. O'Brien, with the railway since 1916, has been freight traffic manager in charge of rates and divisions since 1948.

Appointed assistant general freight traffic manager in charge of sales is Frank J. Conrad of Chicago. Mr. Conrad has been in railway service since 1920, and freight traffic manager-system, for the Burlington Lines, since 1950.

Prior to World War I duty, O'Brien was a clerk and then tariff inspector in Great Northern's freight traffic department in Saint Paul. He became traveling freight agent in 1920 and general agent later the same year. Advancement to assistant general freight agent came in 1928 and to general freight agent in 1942. In 1945 he was made assistant freight traffic manager, rates and divisions.

Conrad started his railroading career in 1920 with the Rock Island. He later was rate clerk for the Western Trunk Line Committee in Chicago, and then served successively the Southern Pacific freight department in Chicago and the Western Pacific as foreign freight agent in San Francisco.

Joining the Burlington as foreign freight agent in Chicago in 1935, he subsequently became assistant freight traffic manager there in 1940, and freight traffic manager lines west, in 1946. Appointment as Burlington's freight traffic manager-system, in 1950, took him back to Chicago.

HUNGRY HORSE DAM

(Continued from page 10)

In Kalispell, the President pulled a switch that signaled the start of 71,250 kilowatts of power from the generator he had viewed at the dam. The total of four generators, the second of which went "on-line" in December, 1952, plus the others scheduled to go into operation next August and November, will produce 200,000 kilowatts of power.

The big dam in the canyon of the Flathead River's south fork, in northwestern Montana, will never be deserted, even when it is finished, but a big exodus has been taking place. Construction men, who once numbered more than 2,000, working around the clock, seven days out of every seven, have dwindled to a few hundred now.

They have moved to other jobs, but they have left behind in the canyon a concrete blockade 564 feet high that is backing up water to form a lake 34 miles long. At the foot of the massive wall is a power house of steel-reinforced concrete that looks puny from above, although it is probably the biggest building in Montana.

There are strange and mysterious passages inside the concrete behemoth that tames a river. Approach

(Continued on page 14)



What Next?

"Well, my son, what did you learn in Sunday School today?"

"We learned all about a cross-eyed bear".

"About a what?"

"Yes, sir, named Gladly. We learned a song about him: 'Gladly, the cross I'd bear'."

* * *

Too Late

Wifey: "Don't you think, dear, that a man has more sense after he is married?"

Hubby: "Yes, but it's too late then."

* * *

It Pays!

A solicitor of advertisements for a local paper called at the village grocer's. Upon presenting his card, he was surprised when the gray-haired proprietor said: "Nothing doing. Been established eighty years, and never advertised."

"Excuse me, sir, but what is that building on the hill?" asked the traveler.

"The village church," said the grocer.

"Been there long?" asked the other.

"About three hundred years."

"Well," was the reply, "they still ring the bell."

All Aboard!

Before boarding the train, the little city lad had been cautioned by his mother that if the conductor asked his age, he was to say that he was five years old.

The conductor did ask his age, and the little fellow replied that he was only five.

"You're a big boy for five," said the conductor. "How soon will you be six?"

Replied the youngster, "Just as soon as I get off this train."

* * *

Success

"When I was a boy," reminisced a famous lawyer, "my highest ambition was to be a pirate."

"That so?" said his client. "Congratulations."

* * *

Action

A Texan walked into a bar of a New York night club, saw a customer lying helpless on the floor, and pointing to him, said:

"Give me a shot of that."

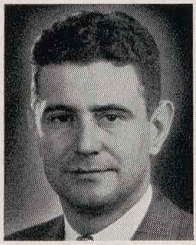
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Souvenir

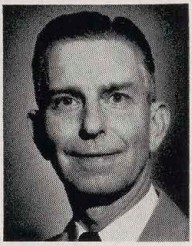
A traveler just returned from a tour of Europe was asked if he had seen much poverty.

"Not only did I see it", answered the traveler, "I brought some of it back with me."

Traffic Club Elections



Mathews



Street

Newly elected officers of the Cleveland Passenger Club, scheduled to take office at the club's Annual Installation Dinner at the Cleveland Hotel on January 21, are: C. R. Mathews, Jr., district manager, TWA, president; George E. Reid, ATM, East Ohio Gas Co., vice president; G. Henderson, CPA, CMStP&P, secretary; J. A. Deasy, TR, MP, treasurer.

Named to the Board of Governors are: Arnold J. Crane, national advertising manager, Cleveland News; Paul A. Roach, sales representative, Capital Airlines; Jack Sterling, TR, CGW; William L. Wright, Jr., DPA, PRR; R. G. Wood, CPA, Nickel Plate; L. W. Miller, secretary, Collver-Miller Travel Bureau.

The Railroad Passenger Traffic Club of Memphis, Tennessee, has elected Joe Street, L&N, president; A. H. McCullough, Memphis Union Station, vice president; V. A. East, IC, secretary-treasurer, for the year 1953. The retiring president, Joe Phelps of the MP, has been named chairman of the Board of Directors.

HUNGRY HORSE DAM

(Continued from page 12)

to the elevator shaft is through an adit—a corridor, as well as a favorite hazard for cross-work puzzles—where, engineers say, the temperature will never vary, summer or winter, from 43 degrees. In another corridor, a door several inches thick and less than a yard square, but heavier than you would find on a safe, opens into the darkness of a scroll case through which 80 tons of water will pass each second when the entire project goes into operation.

Everything about Hungry Horse is big. Statistics tend toward numbers with lots of zeros after them. Pouring of 3,100,000 cubic yards of concrete was finished in mid-October, and the dam's cost is $102,900,000.

That's enough concrete, the slide-rule boys at the project have figured out, to supply an 80-pound chunk to every person in the United States, but visitors will not be encouraged to try to take their share home with them.

More than 4,600 freight car loads of cement—all hauled by Great Northern Railway—went into the mammoth wall, 2,115 feet long, that blocks the canyon. Great Northern hauled the whole dam, in fact, and its power-making machinery—generators, turbines, and the huge pipes called penstocks. GN hauled everything but the gravel, which nature had conveniently put in a riverbed nearby.

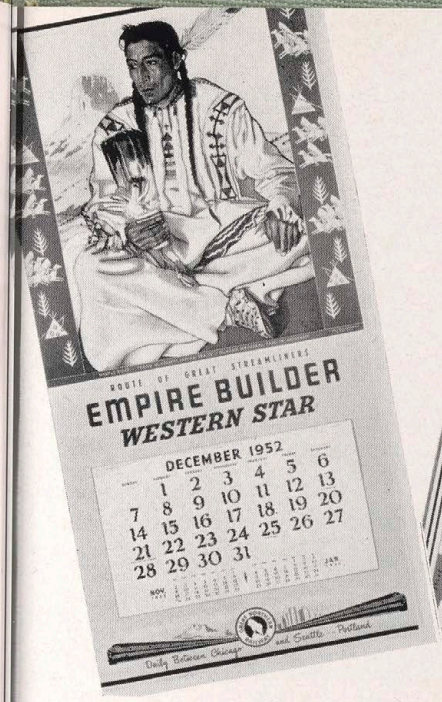
Gravel was dipped up with a mammoth scoop called a dragline. Now that the concrete pouring is finished, the dragline will be moved to another job—probably to a strip coal mine in Canada.

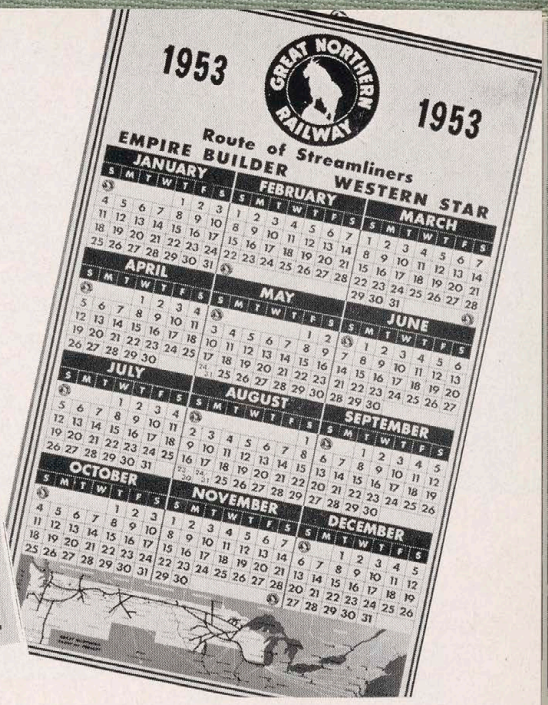
More than that is being moved. There's a town to be demolished. Part of Hungry Horse village is permanent; that's the Government-owned portion, with neat white and gray houses, surrounded by green lawns but still too new to have trees or shrubbery.

But the contractor's camp, where workmen and their families lived, is a town that will never grow old. It is being erased. Fifty houses have

(Continued on page 16)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL





GN Calendars for 1953

The portrait appearing on Great Northern Railway's Indian art calendar for 1953 is that of Middle Rider, also known as No Chief, full-blood Blackfeet youth who lives on the tribal reservation in Montana, adjoining Glacier National Park. He is portrayed in full ceremonial costume by the eminent artist Winold Reiss, whose over 500 portraits of Blackfeet Indians have won international acclaim.

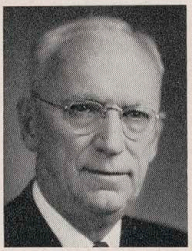
Reiss portraits have appeared on Great Northern calendars since 1933, and the railway recently acquired a number of Reiss paintings so that the series may be continued for years to come.

Faithful reproduction of the original portrait is achieved by an exclusive "Talio-Chrome" process, a type of rotogravure. Thirteen rather than the usual 12 months are included, beginning with December, 1952.

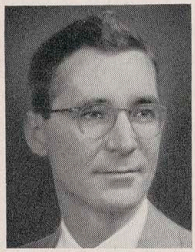
Wall calendars which bear all 12 months on a single large sheet are also distributed by Great Northern. The 1953 version bears a newly designed map of the railway's 8,000-mile system.

Great Northern calendars are distributed through the railway's traffic offices located in principal cities throughout the United States and Canada. The demand is so great that supplies are exhausted before the beginning of each New Year.

GN Retirement



Gabriel



Eichten

Retirement of J. J. Gabriel as manager of Great Northern's Mail and Baggage Traffic Department and appointment of D. M. Eichten to succeed him is announced by C. E. Finley, traffic vice president.

Gabriel, who is retiring because of ill health, spent 21 years in the United States Railway Mail Service before joining Great Northern in 1927. He was named assistant manager of mail and baggage traffic in 1949, and manager in 1951.

Eichten has been assistant manager of the department since January 1, 1951. His Great Northern service began as stenographer in Seattle in 1940, and continued there as chief clerk after World War II duty. Transfer to Saint Paul as traveling mail and baggage agent came in 1948.

HUNGRY HORSE DAM

(Continued from page 14)

been sold to a group of Kalispell businessmen, who are moving them away. House trailers owned by the contractor, General-Shea - Morrison, have disappeared.

Part of the contract requires that the land temporarily used during construction be restored, as far as possible, to its original state. Streets in the contractor's camp, with improbable names like Owyhee and Hetch Hetchie, named for dams the company built in other places, will be returned to the forest. A broad river road over which gravel trucks have roared for four years will be covered with soil and seeded to grass.

The workmen have moved on to other jobs. Bridge clubs have broken up, neighbors are separated, friends have exchanged snapshots, forwarding addresses and promises to write. Later, at some new camp, people who once lived at Hungry Horse may live on a new street named after it, and to strangers it may seem as odd a name as Hetch Hetchie.

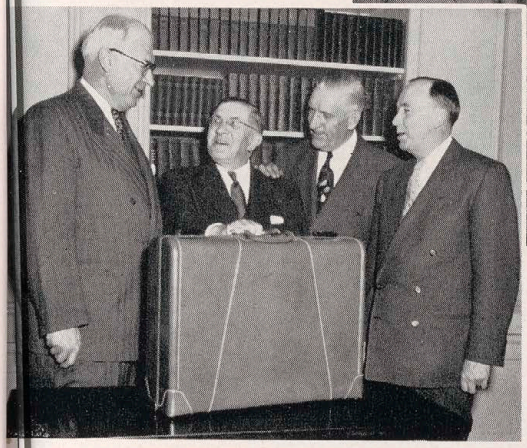
Capacious quonset huts are empty and echoing now—the recreation hall, for instance, and a structure that housed three busy stores. The time office, with eight pay windows where 2,000 men used to line up every Thursday, was paying off only a few more than 400 in October. The mess hall, where massive meals used to be served around the clock is closed. The recreation hall, used for meals thereafter, is also closed. Those buildings will go, along with the dormitories built for men without families.

At the dam site itself, the four great cableways that hauled concrete and steel and sometimes adventurous workmen out into space and let them down gently on to the growing blockade in the canyon are being dismantled. The mix plant, where more than three million cubic yards of concrete were made, will go, too.

The men who built the dam have left behind them one of the biggest structures in the world, as nearly eternal as a man-made structure can be. In another year or so, nobody will live at Hungry Horse except the Bureau of Reclamation specialists who will work at making the dam do what it was built for—produce power and contribute to flood control as far away as Portland, Oregon.



A traveling bag was given Frank M. Schnell, GAPD, New York City upon his retirement. Left to right: C. E. Finley, traffic vice president; Mr. Schnell; A. L. Johnston, APTM; P. G. Holmes, PTM.



Left to right: H. H. Hayes, president, Glacier Park Transport Co.; J. S. Jefferies, manager, Glacier Park Co.; C. E. Finley, traffic vice president; P. G. Holmes, PTM. St. Paul Dispatch-Pioneer Press photo.

GN Passenger Department Conference

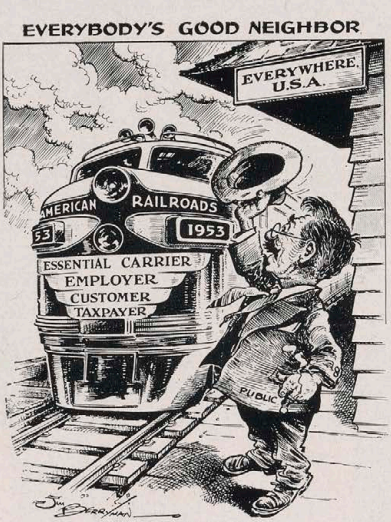
Officials, office managers and representatives of Great Northern's Passenger Traffic Department from the railway's offices throughout the United States and Canada gathered in Saint Paul, Minnesota, during the second week of December for a two-day biennial conference. Meetings, held at the Saint Paul Athletic Club, were devoted to discussions of passenger traffic matters including 1953 vacation travel prospects, plans to further improve Great Northern's transcontinental and regional passenger service.

The conference was conducted by P. G. Holmes, passenger traffic manager, and was addressed by C. E. Finley, vice president, traffic department; V. P. Turnburke, vice president, executive department; C. W. Moore, executive assistant, public relations and advertising; George F. Hardy, general freight traffic manager; E. N. Duncan, director agricultural development department; J. S. Jeffries, manager, Glacier Park Company; H. H. Hayes, president, Glacier Park Transport Company.

GN PASSENGER DEPARTMENT

(Continued from page 8)

where he served successively as steno-clerk, passenger representative and city ticket agent. He became city ticket agent in Saint Paul in 1951 and traveling passenger agent there later the same year.



MOUNT HOOD

(Continued from page 3)

left with major attractions such as the celebrated ski lift which whirls the skier and his skis up the last magic mile from the 6000 foot level to the 7000 foot Silcox Hut from which vantage point the skier takes off for his winged flight Lodgeward. This ski-tow with its 96 chairs was built in 1937 at a cost of $80,000.00.

To the right of the Lodge, a stone's throw away is the new and terrific tramway which arrived in January, 1951. This longest aerial treetop tramway for the transportation of people in the U. S. A., is a "must" on the schedule of the majority of visitors to Timberline Lodge.

The tramway or "sky bus" runs straight up the side of the mountain between Government Camp at the 3,800-foot level and the threshold of the Lodge. Thirty-eight A-shaped steel towers varying in height from 40 to 72 feet support four heavy cables stretched over the almost three and one half mile route up the mountain.

The tramway uses "skyhook" equipment originally developed for use in large scale logging operations, modified for passenger carrying. Passengers are transported in a pair of 36-passenger coaches, similar in appearance to regular highway buses. Each bus is self-propelled by its own engine.

The view obtained from high over the tops of alpine firs and mountain hemlocks is immense. Looking down among the trees, passengers often see deer grazing at peace beneath the singing cables of the Cloudliner. Distant evergreen ranges are dominated by the snowy spire of Mount Jefferson 50 odd miles to the south, the smallest of the Cascadian giants, being only 10,495 feet high.

The lower terminal at Government Camp houses a modern, completely equipped restaurant, snack bar, gift shop, guest lounge and ski shop. The terminal adjoins U. S. Highway 26, the modern version of the famous Barlow Trail, the old toll road created by the pioneers of 1852 and used by the emigrant trains across the Cascades.

When it comes to the rank and file of the people both winter and summer the popularity of Mt. Hood stands without a rival and now with the added attractions of both the ski lift and the Cloudliner, the population of this beautiful peak of Oregon is headed for dizzy heights. This is also true of Timberline Lodge, the recreational Lodge with the character of a fortress 6000 feet above the sea, an eternal credit to the owner and builder, the U. S. Forest Service.

The foregoing article was prepared by Miss Harriet Geithmann of Seattle, Washington. The accompanying photograph on page two of Mount Hood is by Ray Atkeson, Portland, Oregon.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1952, are: P. Mike Beckers, crane operator, Minot, N. D.; Peder Christensen, B & B foreman, Minneapolis, Minn.; George W. Carlson, agent, Alexandria, Minn.; Charles T. Devins, conductor, Grand Forks, N. D.; William O. Fadden, telegrapher, Alexandria, Minn.; Olaf Jenstad, engine watchman, Antler, N. D.; James A. McCloskey, machinist, Havre, Mont.; William Milligan, machinist, St. Paul, Minn.; Richard E. McDonald, general yardmaster, St. Paul, Minn.; John Materna, gang foreman, St. Cloud, Minn.; John Olson, carpenter, St. Paul, Minn.; Charles L. O'Donnell, round house foreman, Havre, Mont.; John G. Ryan, agent, Redwood City, Calif.; Nicholas Schwartz, engineer, St. Cloud, Minn.; Albert H. Sperry, engineer, Willmar, Minn.; Harry H. Smith, conductor, Bayonne, N. J.; Dr. William W. Taylor, physician and surgeon, Kalispell, Mont.; Minnie Vivian, steno-clerk, Willmar, Minn.

Members reported pensioned during December, 1952, are: William W. Crawford, engineer, Great Falls, Mont.; Charles W. Fredrickson, engineer, Great Falls, Mont.; Thomas W. Flaherty, agent-telegrapher, LeMars, Iowa; John McCauley, carman, Kalispell, Mont.; James C. Malone, assistant round house foreman, Havre, Mont.; Charlotte A. Pitzl, clerk, St. Paul, Minn.; Chester B. Seeley, engineer, Havre, Mont.; Earl D. Spensley, engineer, St. Paul, Minn.

* * *

Major S. E. Hutton, information officer for the Bureau of Reclamation at Grand Coulee Dam recently retired from Federal service. Major Hutton was honored upon his retirement at a joint luncheon of the Columbia Basin Committee and the Visitors-Convention-Publicity Bureau of the Spokane Chamber of Commerce.

* * *

Nationwide Monday evening Railroad Hour broadcasts over NBC radio during January include "Two Hearts in Three-Quarter Time", the 12th; "Show Boat", the 19th, and "Merry Widow", the 26th.

* * *

Hawaii visitors can wish each other "Kung hee fat choy" at midnight February 12 and toast in another new year. They'll be exchanging wishes for a happy new year and a long life, Chinese fashion, helping Hawaii's oriental population usher in a new year according to the lunar calendar.

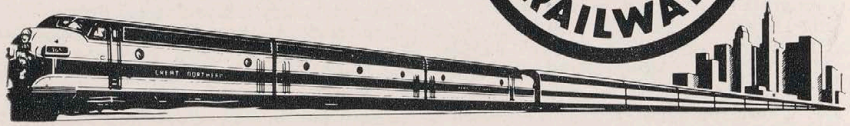
GREAT NORTHERN RAILWAY

No Newer,
No Finer
Streamliner between
Chicago-Seattle
ONLY 45 HOURS
on the
EMPIRE BUILDER

Luxury Day-Nite coaches. Seven types of ultra-modern Pullman accommodations.

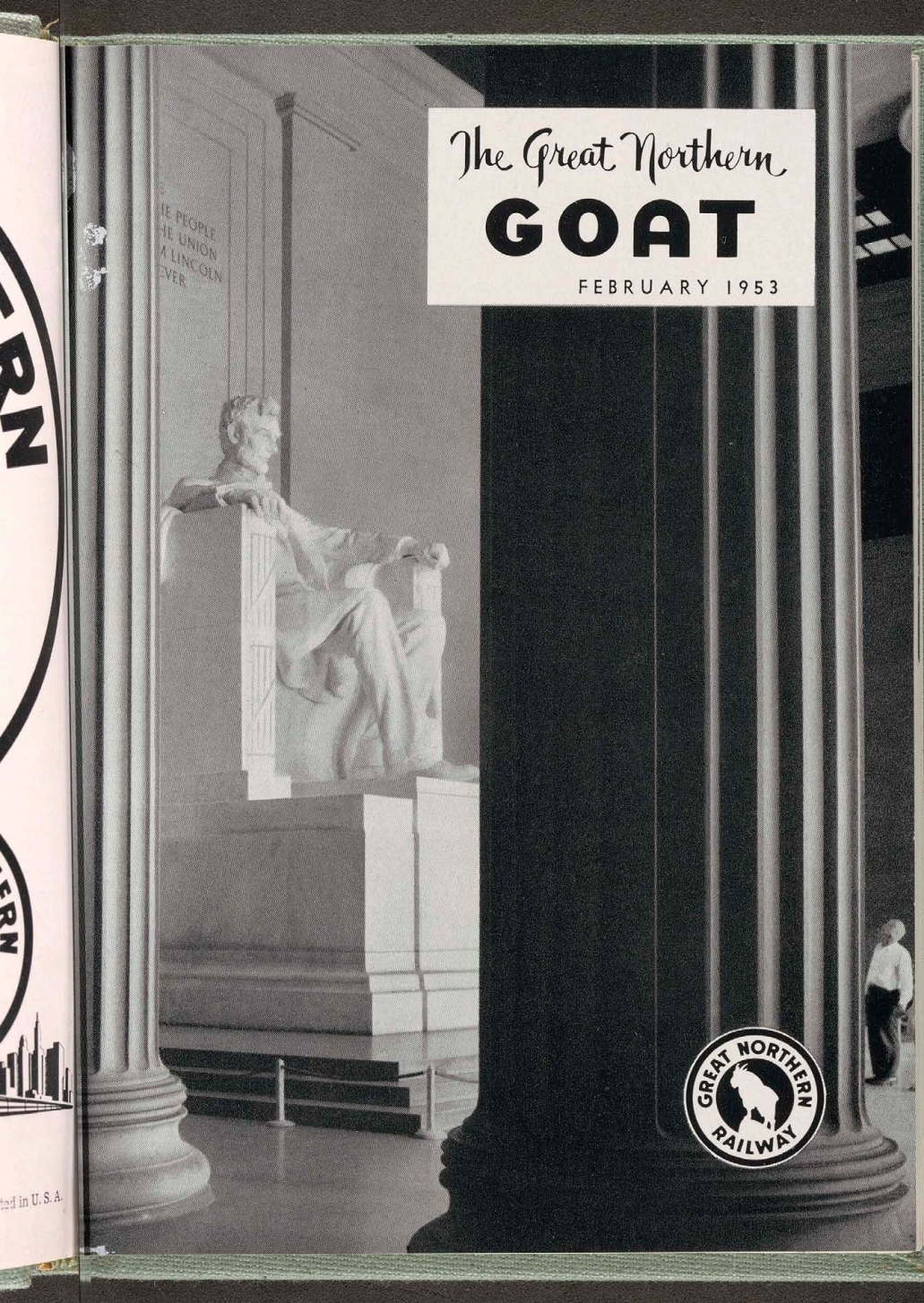
WESTERN STAR . . . Another sleek Great Northern streamliner daily between Chicago and the Pacific Northwest.

GREAT NORTHERN RAILWAY



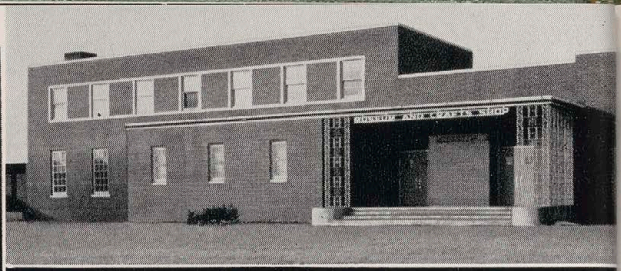
Form 6009 1-53

Printed in U. S. A.


The Great Northern
GOAT
FEBRUARY 1953
GREAT NORTHERN RAILWAY



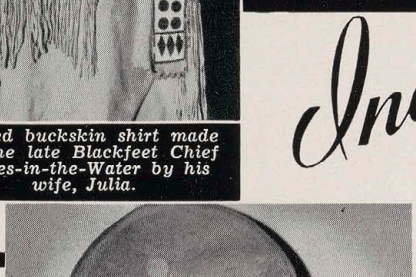
Beaded buckskin shirt made for the late Blackfeet Chief Wades-in-the-Water by his wife, Julia.



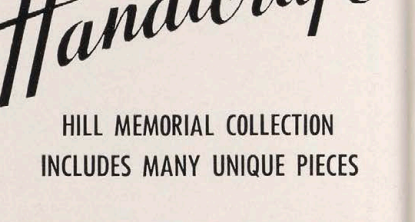
Museum of the Plains Indian at Browning, Montana, Headquarters for the Blackfeet Indian Reservation.

Indian Handicraft

HILL MEMORIAL COLLECTION INCLUDES MANY UNIQUE PIECES



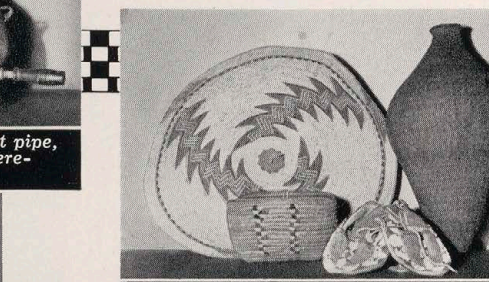
Meal pounder, Flathead; straight pipe, Crow; water bottle, Paiute; ceremonial drum, Blackfeet.



Indian basketry: Large tray, Hupa; Small basket, Klickitat; moccasins, Blackfeet; urn, Paiute.



Beaded dress, Dakota; cradleboards, Crow; women's saddle, Nez Perce; double saddlebag, Dakota.



Blackfeet bow, covered with snakeskin; Blackfeet (?) drum; beaded elkhide robe from the Crow tribe.

Great Falls Tribune photos.

GN Presents Rare Indian Collection to Plains Museum

A collection of nearly 500 objects of Indian craftsmanship and artistry has been presented by Great Northern Railway to the Museum of the Plains Indian in Browning, Montana, as a memorial to the late Louis W. Hill, Sr. of Saint Paul. The collection was acquired several years ago by the railway through the Glacier Park Company, a subsidiary.

Presentation of the Hill Memorial collection was made by John M. Budd, Great Northern president, to Claude E. Schaeffer, curator of the museum in Browning, agency headquarters of the Blackfeet Indian reservation. The Browning museum is regarded as one of the nation's best interpretative exhibits of Great Plains Indian life and culture.

A former Great Northern president and board chairman, Mr. Hill died in April, 1948. He was known as "Gray Horse Rider" to the Blackfeet, with whom he became acquainted during the railway's development of the hotel system in Glacier National Park in Montana, which adjoins the reservation. Mr. Hill subsequently became active in the promotion of the tribe's welfare and progress. He personally owned an outstanding collection of Indian artifacts, none of which was included in Great Northern's gift to the museum.

According to Curator Schaeffer, it is believed that most of the articles were collected in the 1880s and '90s, although a number of the pieces are of much earlier origin. The material has been given the best of care and is in excellent condition.

Most types of personal equipment and clothing of the Plains tribes are represented in an extensive series of pipe and medicine bags, saddlebags and blankets, men's shirts and leggings, women's dresses and leggings, moccasins, feather bonnets, vests and gloves.

There are 45 saddlebags made of soft tanned hide, colorfully decorated in porcupine quill or beadwork. These were hung from the saddle by Blackfeet, Dakota and Crow, to hold clothing and household articles.

Weapons for hunting and for warfare include rare old bows, arrows and quivers from the Apache, Dakota and Blackfeet. The Nez Perce are represented by 19 soft woven bags.

Western tribes extending from California to Alaska are represented by a series of baskets. Most unusual is a water receptacle woven in bottle shape and sealed with pine gum, the work of some member of the Nevade Piaute tribe.

From the little-known Kootenai tribe is a collection of 24 cradle boards. It is doubtful if any other museum in the country can approach this total.

Of unusual interest is an old, well-worn wooden bowl with a handle and a pounder or stamper. This object comes from the Flathead tribe and is believed to have been used in grinding roots of the Bitter Root from which the Flatheads made a meal or flour.

Also included is a rare straight pipe of black stone from the Crow, a type believed to have preceded the better-known elbow-shaped variety.

Art students will appreciate the wealth of bead, quill paintings and other decorative processes on buffalo robes buckskin shirts, dresses, saddlebags, etc. The collection includes some colorful embroidered silk strips made by Cree women. The technique used is believed to have been taught the Crees by early French or English traders, but may have been derived from an aboriginal prototype of moose-hair embroidery.

(Continued on page 6)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



VOL. 23 February, 1953 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

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



Interior of the Lincoln Memorial, Washington, D. C. The Great Emancipator is represented as seated in a flag-draped chair, with his head bent slightly forward as in thought.

Ewing Galloway photo.

Your Railroads

Recently a well-known railroad received a friendly letter expressing clearly and sincerely a feeling that is close to the heart of rural America. The writing of that letter came about in this way. One night not long ago, the board of directors of a Lions Club in Texas, met at a local church. They got to talking about the part played by the railroads in the economic, cultural and social life of their town. The upshot of the conversation was that it would be nice to write a letter about it. And here's what the letter said:

"At the last meeting of the directors and officers and counselors of our Lions Club, we decided to write you this letter of appreciation. We know it cost you plenty of money to build your physical equipment here; and a considerable sum to maintain it in such excellent condition; and we are grateful to you. We appreciate your contribution to the taxes to help maintain this town and our schools and county roads. We are glad for the men you employ who live here and patronize our stores and help maintain our churches and utilities. We are grateful for your good and courteous service, and we wish to especially commend the excellent mail service your trains give us. We want you to consider us as your friends."

Anyone who lives, or has ever lived, in a small town knows how the writers of that letter felt. For America depends on the railroads for almost everything we eat, wear, buy or use. It is the railroads that not only provide our essential transportation, but also pay taxes and wages that help maintain the standard of living in countless communities that added together—make up America.



Mr. Wier puts the finishing touches on his scale model of the William Crooks, Number 1 on the railway's motive power roster. St. Paul Dispatch-Pioneer Press Photos.



The William Crooks and a huge articulated, oil-burning steam locomotive, used to haul ore trains between GN's Kelly Lake classification yard and Lake Superior ore docks.

GN Model Train Builder

Building detailed miniature counterparts of Great Northern Railway and predecessor company locomotives and cars, ranging from the famed William Crooks, to the "green-barreled" power houses which rumble down to Allouez with mile-long strings of ore cars, and multi-unit diesel-electrics, is the hobby of George T. Wier of Saint Paul, Minnesota.

Sales manager for the Midway Tractor and Equipment Company of Saint Paul, Mr. Wier says his "Parade of Great Northern Iron Horses", was formulated years ago when he worked as a relief telegrapher for the railway during summer vacations while attending the University of Minnesota.

His locomotives and cars are scaled to "O" gauge, which means that each quarter of an inch represents one foot of the original equipment. For example, his scale model of the William Crooks, GN's first locomotive and the first to pull a train in Minnesota, is 12½ inches in length.

All models are powered with intricate electric motors which propel locomotives forward and in reverse by remote control. Wier casts his own wheels and fabricates all parts except for the motors. It has been difficult to construct many of his models because blue prints of certain early types have long been lost and photos are difficult to obtain.

Thirteen locomotives remain to be built before his collection of 30 will be complete. These will be copied

(Continued on page 22)

ONE CARRIER WHO CLEARS HIS OWN WAY



Aboard the Empire Builder

A party of eight young German newspaper people on a tour of the western United States, recently traveled on Great Northern's streamlined Empire Builder between Chicago and Seattle, Washington.

The group, composed of editorial and business staff members of important German newspapers in U. S. and British Occupation Zones, is studying at Northwestern University's Medill School of Journalism under the auspices of the U. S. Department of State.

During their stay in the Pacific Northwest, the foreign students visited the Seattle (Washington) Post-Intelligencer, the Portland (Oregon) Journal, and the Eugene (Oregon) Register-Guard.

Professor Floyd G. Arpan, who coordinates the students' studies at Northwestern University, accompanied the group on the tour.

Fargo-Moorhead Sleeping Car Service

Set out Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead, during the period February 1, 1953 through May 31, 1953, is 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 Great Northern trains 9 and 10, the Dakotan. There is no set-out Twin Cities-Fargo sleeping car operated by the Northern Pacific on its trains 3 and 4 during this period.

First class rail tickets reading via Northern Pacific between Saint Paul-Minneapolis and Fargo-Moorhead and points beyond will be honored in this Great Northern sleeping car.

HILL MEMORIAL COLLECTION

(Continued from page 3)

The Hill Memorial Collection will be cataloged during this winter. A number of articles will be shown next summer and displays will be changed from time to time. The entire collection ultimately will be displayed.

The Museum of the Plains Indian, a long two - story - and - basement brick structure, was dedicated in June, 1941. On the main floor are dioramas depicting the period when the Plains tribes roamed the open grasslands between central Canada and Mexico and between the Mississippi River and the Rocky Mountains.

The museum is maintained and operated by the Office of Indian Affairs, U. S. Department of the Interior, and is open to visitors during the summer vacation season, June 1 through September 15.



Sears Roebuck & Company "Caravan" on arrival at King Street Station, Seattle, Washington. Photos by Forde Photographers.



At Seattle, Left to right, Marvin C. Lunde, John Hurley, E. Gray, C. W. Jones.

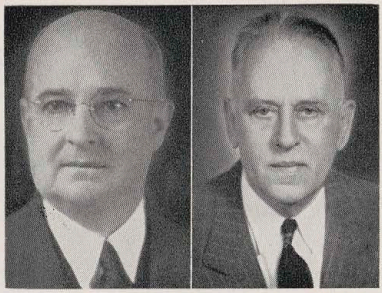
Sears Roebuck "Caravan" Travels GN

Top representatives of Sears Roebuck & Company's major household appliance departments recently traveled from Chicago to Seattle, Washington, aboard Great Northern Railway's streamlined Empire Builder.

This annual trip which is made for the purpose of introducing the company's new line of so-called "Big Ticket" appliance merchandise to managers and sales people in retail stores in Seattle, Oakland and Los Angeles, is known to Sears Roebuck personnel as the "Caravan".

The group consisted of C. W. Jones, manager, D. C. Pearce, Al Ferguson, Don Layton, R. Fisher, Bill Halloran and Jim Wheeler, refrigerator and freezer department; Don Semple, mail order department; Marv Lunde, retail advertising; Paul Auvil, manager, and L. S. Richardson, stove department; John Hurley, manager, washer department; E. P. Young and Thos. Burke, service department, and E. Gray, president, R. M. Mitchell and E. P. Geldhof, representing the Whirlpool Corporation, St. Joseph, Michigan.

J. M. Wooldridge, director of sales of the Seeger Refrigerator Company, joined the party at Saint Paul.



Moore *Showalter*

SP&S Appointments

J. C. Moore, traffic manager of the Spokane, Portland & Seattle Railway, was recently elected vice president, and E. H. Showalter, superintendent, was named general manager of that railway.

Moore began his railroad career with the Oregon Railroad and Navigation Company in 1903. He joined the traffic department of the SP&S in Portland in 1909 and has been active in that department since. He was appointed traffic manager 11 years ago.

Showalter took his first railroad job as a telegraph operator for the Chicago, St. Paul, Minneapolis and Omaha Railway in Saint Paul in 1905. He went to the Northern Pacific in 1907 where he successively held positions as operator, dispatcher, trainmaster and assistant superintendent. From November, 1917, to February, 1920, he was with the Russian railroads service corps in Siberia. He became superintendent for SP&S in 1942.

Dr. M. J. Elrod, 89, member of the Montana State University faculty since 1897, died January 18, 1953 at Missoula, Montana. He was the author of Elrod's Guide to Glacier National Park.

Washington State Celebration

The State of Washington is preparing to undertake the biggest cooperative program in its history, the Territorial Centennial, to be observed March 2 to November 11, 1953.

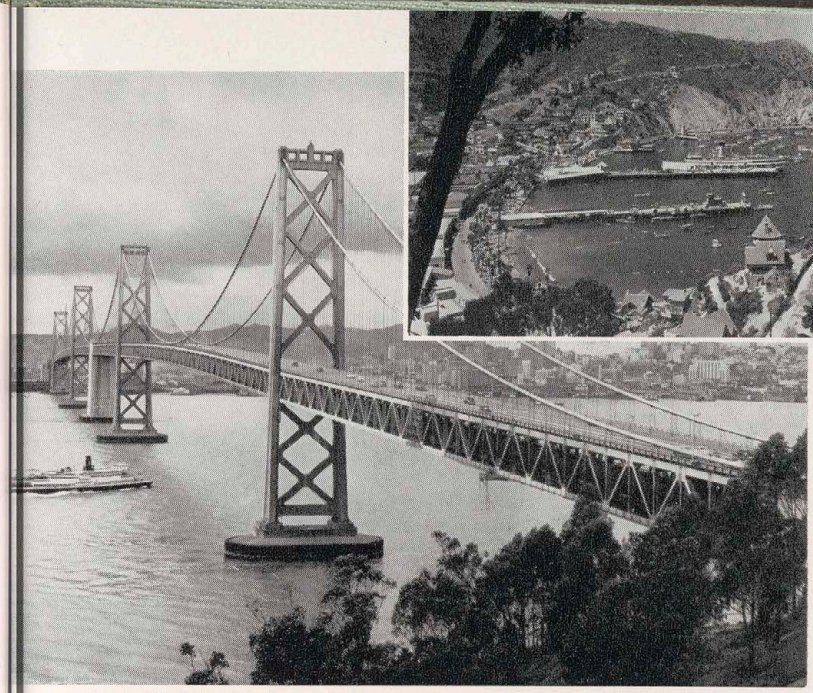
The observance will not be confined to a few major cities, but will extend into every community and home in the state. The Washington story is a great chapter in the history of America and the Northwest, a little different, but no less challenging. In this story will be found courage, endurance, faith, ideals and character. Without these traits, Washington's first century would not reflect the progress that has been attained.

The Centennial will officially open March 2, with an elaborate program in the State Legislature, in session at that time. It is planned that assemblies will be held in every school so pupils can hear this program.

During the period, all civic events in the state will be tied in with the Centennial. Annual festivals held in major centers such as Seattle, Spokane, Wenatchee, and the Puyallup Valley have adopted the Centennial theme.

It is estimated that there are over a million newcomers to the State of Washington who have little knowledge of the state's early history. The aim of the Centennial is to reach this group as well as people throughout the country.

Committees set up in each county, in turn are appointing local committees. The entire program is a grass-roots undertaking, with thousands of people participating to develop a statewide program.



Above: The famous Bay Bridge which connects Oakland and San Francisco, is the northern gateway to the vast Southern California all-year playground. Don Knight Photo.

Inset: Avalon Bay at Santa Catalina is like a quaint foreign port, with an atmosphere of natural beauty and old-world charm.

Southern California

With all seasons mild, Southern California has no sharp climatic change to set the date for spring, so the date is set arbitrarily at March 1.

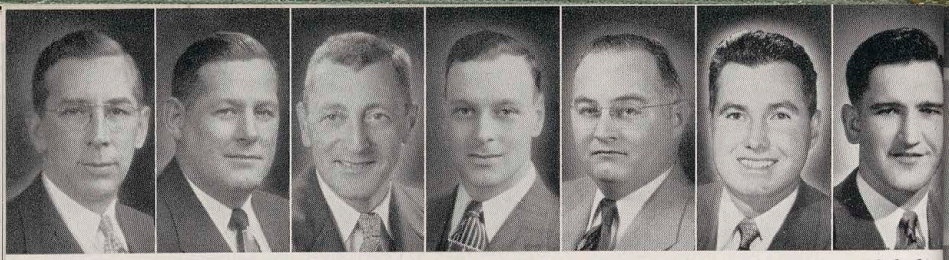
March 1 starts a three month season when masses of gorgeous wildflowers burst into bloom, orange blossoms fill the valleys with perfume, the Flying Fish return to the waters off Santa Catalina Island, and there is a welcoming round of outdoor pageants, sports events and festivals.

Coming over the high mountain mass of the Tehachapis, past historic Fort Tejon where the U. S. Army once used camels, the spring visitor comes upon the flower display so suddenly it leaves him gasping. Around a curve of mountain, spread below, is a vast purple ocean of Lupine, sweeping over the floor of the valley until it ends at cultivated fields or laps against the purpling mountain wall miles away.

The flower fields cover the toes of the foothills near Bakersfield, gateway to Sequoia-Kings Canyon and Yosemite National Parks. Bakersfield holds a Spring Festival of dancing, music and arts.

Flower fields sweep past rich oil fields and the State Preserve where the last herd of Tule Elk, a variety

(Continued on page 22)



Bruers *Johnson* *Baumruker* *Brady* *Schmitt* *Mulpeters* *Schultz*

Passenger Club Elections

The Saint Paul Passenger Association recently named the following as officers for 1953: E. P. Bruers, Stationmaster, Union Depot, president; J. H. Linstad, Depot PR, CB&Q, vice president; R. P. Johnson, Rate Clerk, GN, secretary; R. L. Battleson, CPA, Soo, treasurer.

Directors include J. H. Johnson, CPA, C&NW; W. P. Golden, CTA, CMStP&P; Harvey Roloff, TC, NP; G. K. Stair, PR, PRR; S. T. Thorson, GAPD, GN; Henry Ott, CTA, CRI&P.

At the recent annual meeting of the Southern California Passenger Association at Los Angeles, Roy J. Baumruker, PR, PRR, was chosen as president for 1953; Earl H. Eckhoff, CTA, UP, first vice president; Curtis W. Berghofer, TPA, CB&Q, second vice president; Raymond P. Fansett, ADPA, SP, secretary-treasurer.

The Board of Governors is comprised of Emmett M. Brady, TPA, GN, chairman; Harold A. Weeks, CPA, CN; Charles F. Hallsman, GAPD, UP; Frank T. Rice, DPA, SF; Thomas W. Brockmiller, General Passenger Office, SP.

Lourde A. Schmitt, C&NW, was recently elected president of the Passenger Club of New Orleans for 1953. Also chosen were Robert J. Conley, MP, vice president, and Leo J. Cappel, C&O, secretary-treasurer. B. D. Fowler, SP; R. J. Gondolfo, PRR; C. J. Indest, Jr., CRI&P; C. E. Mull, Roosevelt Travel Bureau, and E. J. Weiskopf, CB&Q, were named members of the Advisory Board, of which C. C. Stetfelt, Isthmian SS, is chairman.

The Northern California Passenger Association, meeting in San Francisco, elected the following as officers for 1953: James J. Mulpeters, ATM, The Gray Line, Inc., San Francisco, president; C. M. Sheppard, CPA, SF, Oakland, first vice president; Dan B. Schultz, CPA, GN, San Francisco, second vice president; Theodore Mariani, owner, Hayward Travel Center, Oakland, third vice president; Raymond L. Prefontaine, CP&FA, NP, San Francisco, secretary-treasurer.

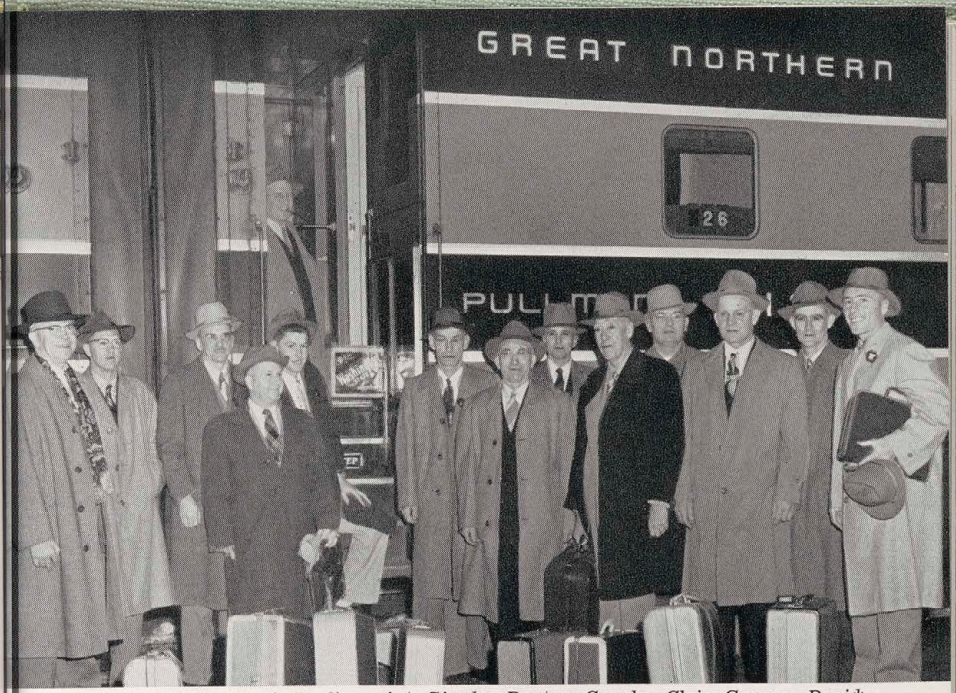
New officers chosen to head the Boston Passenger Club are, Hollis R. Cummings, AGPA, B&A, president; Clarence Whitehead, CPA, CP, vice president; S. C. Rablin, TA, SP, secretary-treasurer. A. J. LeFave, CPA, CN, is chairman of the membership committee.

Spokane Lilac Festival

Spokane's 12th annual Lilac Festival is scheduled to be observed during the period May 10 through 16, as a part of the Washington Territorial Centennial celebration.

The Lilac Parade will be held on Saturday, last day of the Festival, and the pageant the night preceding the parade instead of following it as in past years.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Left to right: Lloyd Sterling, Art Gjerde, Denton Copple, Clois George, David Parsons, Jim Rees, Jim Evans, John Thorndyke, Barclay Brauns, Ira Marchant, Paul Davies, Cecil Robbins, George Driskell, John O. Johnson. Vance D. Earhart photo.

Fruit Marketing Group Travels GN

Fourteen Washington state apple industry leaders, affiliated with Nuchief Sales Incorporated, a prominent fruit marketing organization operating in the great Wenatchee-Okanogan apple producing district of central Washington, recently spent three weeks on a market survey rail trip which covered 8,000 miles and took them into 10 principal distribution points for Washington fruit. Travel between Wenatchee and Chicago was via Great Northern's streamlined Empire Builder.

The trip was arranged by Nuchief sales manager Lloyd Sterling to give Nuchief representatives an opportunity to learn at first hand, the practices and problems of handlers at the other end of the line.

Beginning with Chicago, the group visited Memphis, Tennessee; New Orleans and Monroe, Louisiana; Tallahassee, Florida; Thomasville and Atlanta, Georgia; Columbia, South Carolina; Washington, D. C., and New York City.

In each city, the group was met by local retail and wholesale marketing representatives and shown how Washington state apples are handled thousands of miles away from home.

Two days in New York City were followed by a return to Washington, D. C., for the inauguration of President Eisenhower.

(Continued on page 16)



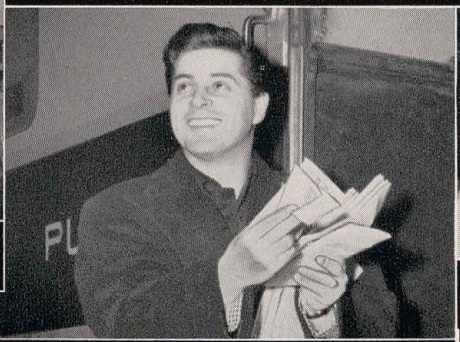
Tickets are checked prior to boarding the Empire Builder in Chicago's Union Station. Left to right, Cliff Peterson, Sam Cowling, Don McNeill, gateman, Fran Allison (Aunt Fanny), Don Dowd, Peggy Taylor, Eddie Ballantine.



Fran Allison, Sam Cowling and Peggy Taylor, left to right, board the streamlined Empire Builder.



Left to right, songstress Peggy Taylor, toastmaster Don McNeill and Sam Cowling, keeper of Sam's Almanac.



The Breakfast Club's romantic singer and ex-GI, Johnny Desmond.

Trave Emp

Don Mc one of radio known tstssters, and the Ame roadcasting Club", rent traveled on lined Eni uilder fro Washingh, two weeks roadcasts Columbia, ities.

Included i McNeill, toa nd creator Mrs. McNeil eckler and Sam's Alm

(Cont

Donald McNeill pre foise in dining ca

Don McNeill and the *Breakfast Club*

Empire Builder

Don[illegible]l, one of radio's most popular and best known[illegible]oastmasters, and members of the cast of the A[illegible] Broadcasting Company's "Breakfast Club[illegible]y traveled on Great Northern's streamlined [illegible] Builder from Chicago to Spokane, Wash[illegible]or two weeks of personal appearance broadcasts in Washington, British Columbia, Oregon and California cities.

Included in the party were Don McNeill, toastmaster of ceremonies and creator of the Breakfast Club; Mrs. McNeill; Sam Cowling, chief heckler and keeper of the feature, "Sam's Almanac of Fiction and

(Continued on page 14)



The McNeills relax in their drawing room suite on GN's streamlined Empire Builder.

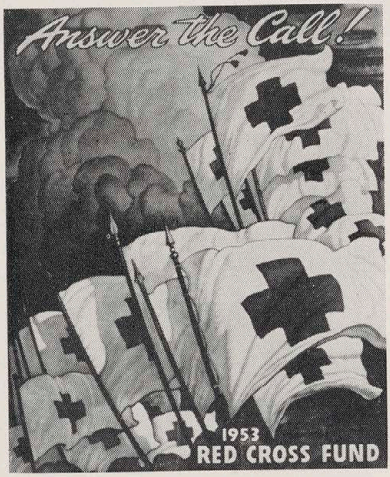


[illegible]ay McNeill prepare to enjoy the superb [illegible]ed in dining cars on GN's streamliners.



Left to right, John Ford, WTCN announcer, Don McNeill, H. C. Richter, Mayor John E. Daubney. St. Paul Dispatch photo.

Answer the Call



Every month, thousands in need or in distress appeal to the Red Cross for help that comes from the generous efforts and support from you, your neighbors and countless others who serve their fellow man through the American Red Cross.

In a time of tension and cynicism it is well to be reminded of the inherent goodness of people, to call attention to their voluntary efforts to make life a little better for the men and women in the armed forces, for hospitalized veterans, disaster sufferers and those in need in other lands.

The heart and hands of the Red Cross are provided by hundreds of thousands of volunteers, but money is needed to collect blood, provide assistance for servicemen, veterans and their dependents, and to furnish emergency aid and rehabilitation to disaster victims—services that can be provided only through the voluntary financial support of millions of Americans.

Every March, Red Cross volunteers turn to their neighbors and ask help in answering the call of those in need.

Seattle Seafair

Greater Seattle, Incorporated, plans the celebration of Seattle's fourth annual Seafair during the 10-day period July 31 through August 9.

The civic festival will again be highlighted with performances of the Aqua Follies, July 30 through August 12, in the Aquatheatre at Green Lake.

BREAKFAST CLUB

(Continued from page 13)

Fact"; Fran Allison, who portrays the gossipy spinster, Aunt Fanny; Peggy Taylor, singing sweetheart, newest and only single member of the cast, Johnny Desmond, popular romantic singer and ex-GI; Eddie Ballantine, orchestra director and member of the original cast; Don Dowd, announcer; Cliff Peterson, producer-director.

At ceremonies held in the Empire Builder's lounge-observation car during the streamliner's stop at Saint Paul, Minnesota, John E. Daubney, mayor of Saint Paul, and Harold T. Richter, general chairman of the Saint Paul Winter Carnival, presented McNeill with a royal commission from Carnival King Boreas proclaiming him "Baron of Bountiful Breakfasts".

Tape recordings of the presentation and interviews with members of the Breakfast Club cast, made during the brief stop were re-broadcast later in the Twin Cities area.

The Breakfast Club, originated on June 23, 1933, is heard nationwide five mornings a week over the ABC radio network. The show is presently sponsored by Swift & Company, the Philco Corporation, O-Cedar Corporation, Bobbi Home Permanent, and White Rain Shampoo.

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Dog-gone!

Three men and a dog were sitting around a table playing poker. The dog held a hand just as the men did, and played its cards with no indication from the other players that there was anything in the least unusual about a dog playing poker.

As the evening wore on, the woman of the household came in. Seeing the dog playing, she said to the men: "Why that's the most amazing thing I've ever seen."

"What's so wonderful?" barked the dog. "I haven't won a hand yet."

* * *

All That Matters

Zeke went with Daisy Mae for about 10 years but never proposed to her because he first wanted to own some property and an automobile. At last he could afford both, so he called her up.

"Honey," he said, "I've got a car, I've got a house and a thousand dollars in the bank. Now will you marry me?"

"I sure will," she replied. "Who's this speaking?"

* * *

Not Bad!

"Are you saving any money since you started your budget system?"

"Sure. By the time we have balanced it up every evening, it's too late to go anywhere."

Retroactive

For many years a mining company out west employed a Chinese cook, and one evening after an unusually good dinner the superintendent decided to raise his wages. The next pay day the Chinese noted the extra money in his envelope.

"Why you pay me more?" he asked the superintendent.

"Because you have been such a good cook all these years," replied his boss.

The Chinese thought it over, then said, "You been cheating me long time, eh?"

* * *

Conscious

The master of ceremonies at a banquet table awakened a guest at his right by tapping his bald head with the gavel, while the last speaker was holding forth before a large and exhausted audience.

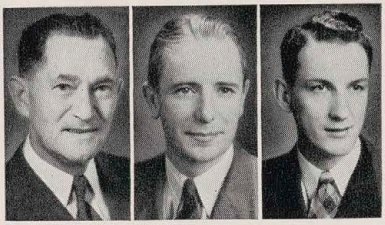
"Hit me again," the aroused snoozer loudly implored, "I can still hear him."

* * *

Orders Is Orders!

The village blacksmith found an apprentice and immediately began his instructions to the lad: "When I take the shoe out of the fire, I'll lay it on the anvil; and when I nod my head, you hit it with the hammer." The apprentice did just as he was told. Now he's the village blacksmith.

GN Appointments



Johnstone *Wilson* *Graham*

James "Jimmy" Johnstone, who for nearly three decades has been "Mr. Great Northern" in scores of western Washington and British Columbia communities, retired on February 1, after 46 years of service.

Born in Hastings, England, in 1888, Johnstone immigrated to Canada at the age of 16. He began his railroad career at Nelson, B. C., in 1907, as a teamster for the old Great Northern Express Company.

In 1918, Johnstone was transferred to Spokane as ticket clerk and later became city passenger agent, remaining there until 1925, when he went to Seattle as traveling passenger agent.

As traveling passenger agent with headquarters at Seattle, Johnstone's territory included the region north of Seattle and west from the summit of the Cascades to and including Forks, on the Olympic loop. In British Columbia, he covered all points west of Princeton, not including Vancouver or Vancouver Island.

Succeeding Mr. Johnstone as traveling passenger agent at Seattle, is Walter E. Wilson, city passenger agent there since 1948. Wilson has been a GN employe since 1936, and was Seattle passenger representative from 1943 to 1948.

C. K. Graham, passenger representative in Seattle since 1948, succeeds Wilson as city passenger agent. Graham joined GN in 1939.

AREA Annual Meeting

Engineering and maintenance officers of Great Northern Railway will again play an important part in the Annual Meeting of the American Railway Engineering Association, scheduled to be held in the Palmer House, Chicago, March 17-19, 1953.

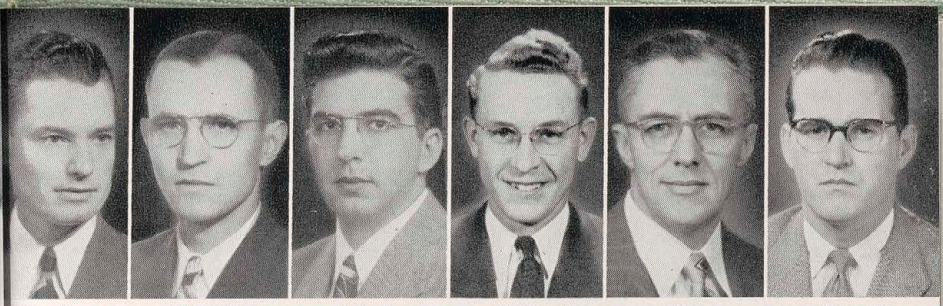
Thirty-six Great Northern engineers and officials hold memberships in the organization. H. S. Loeffler, GN assistant chief engineer, is an AREA past president and a member of the Board of Direction.

The AREA, which functions as the Construction and Maintenance Section, Engineering Division, of the Association of American Railroads, has for more than 50 years been preeminent in the field of engineering relating to all aspects of the fixed properties of the railways, including tracks, bridges, buildings, water and fuel service facilities, yards and terminals. Twenty-three standing committees, with a total of more than 1,100 specialist members, report on these phases of railroad engineering each year, and also direct the research work of the Engineering Division, AAR, which for 1953 will involve 33 separate research projects and an expenditure of more than $360,000.

FRUIT MARKETING

(Continued from page 11)

Sterling was unable to make the trip, which was in charge of his assistant, Jim Rees. Others in the party were Barclay Brauns, Wenatchee; Clois George, Peshastin; Jim Evans and David Parsons, Leavenworth; Paul Davies, George Driskell and John Johnson, Brewster; Denton Copple, Okanogan; Dale Rice, Art Gjerde, Ira Marchant, John Thorndike and Cecil Robbins of Oroville.



Ploudre *McBride* *Inhofer* *Volland* *Gibson* *Connolly*

GN Traffic Department Appointments

Transfer of G. W. Ploudre to Seattle, Washington, and appointment of H. T. McBride to succeed him as general agent in Dallas, Texas, is announced by Great Northern Railway.

Ploudre, who has been in charge of the railway's Dallas office since 1946, will be general agent in the freight traffic department in Seattle. He began his Great Northern service in St. Louis in 1938, transferring to Dallas in 1946.

McBride has been traveling freight agent at Dallas since 1946, and for the four prior years was city freight agent in Tacoma, Washington. He joined Great Northern at Everett, Washington, in 1924.

New traveling freight agent at Dallas is R. J. Inhofer, transferred from Spokane, Washington, where he has been city passenger agent.

Inhofer previously served Great Northern in Tacoma, Washington, and Portland, Oregon, and also as passenger representative on its streamlined Empire Builder.

New city passenger agent in Spokane, succeeding Mr. Inhofer, is G. H. Volland, former passenger representative in the Spokane city ticket office.

Hugh L. Gibson, Great Northern traveling passenger agent with headquarters in Saint Paul, Minnesota, has been named district passenger agent in Chicago.

First employed by GN in 1936 as a steno-clerk in Des Moines, Iowa, Gibson subsequently served as steno-clerk, passenger representative and city ticket agent in Minneapolis before transfer to Saint Paul as city passenger agent in early 1951.

Succeeding Gibson as traveling passenger agent in Saint Paul is John P. Connolly, city ticket agent in Portland, Oregon.

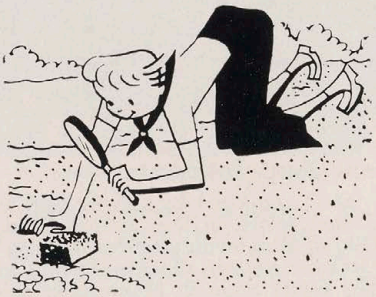
Connolly's employment with the railway began in the accounting department at Saint Paul in 1942. After World War II service he returned there, became passenger representative on the Empire Builder streamliner in 1947, passenger representative in Portland later that year, and city ticket agent in Portland in 1950.

Railroad Hour

Railroad Hour broadcasts during February include "Blue Paradise", with Nadine Conner, the 16th; "Bittersweet", with Dorothy Warenskjold, the 23rd. On March 2, Lucille Norman will appear in "Rose of Algeria".

The Railroad Hour, sponsored by the Association of American Railroads, is heard nationwide every Monday evening over NBC radio, and features baritone Gordon MacRae and co-stars prominent in the fields of opera, radio, the concert stage and musical comedy.

Camp Fire Girls



get 'Down to Earth' to know OUR LAND

More than 370,000 Camp Fire Girls throughout the nation will observe their organization's 43rd birthday on March 17, which will mark another milestone in the history of Camp Fire, first agency founded in the United States for seven-to-eighteen-year-old girls.

"Down to Earth", the 1953 birthday week project, will give Camp Fire Girls a new vision of their world. Born in a country where the foods we eat, the clothes we wear, the automobiles we drive are bought in stores, most of us forget that it is the land itself upon which our lives depend.

Through "Down to Earth" explorations, Camp Fire Girls will discover how the soil affects their health, wealth and happiness, and how every means of livelihood depends in some way on the land and what grows on and in it.

"Down to Earth" is typical of the many activities that challenge the imagination and potentialities of Camp Fire Girls. As they join in this program of fun and friendship, they follow in the footsteps of 3,000,000 Camp Fire alumnae, the homemakers and community leaders of today, who found that working and playing together means growing together in the fullest sense of the word.

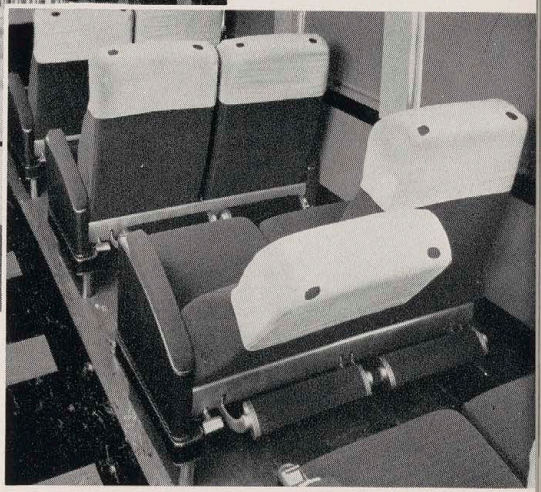
Alaska SS Schedules

Alaska Steamship Line 1953 summer schedules for June, July and August will be similar to those in 1952, with sailings from Seattle every Wednesday and Friday at 3:00 PM Pacific Standard Time during this period. Sailings during the balance of the year are scheduled from Seattle on Fridays only.

The Alaska Line operates four vessels, the Baranof, Denali, Aleutian and Alaska, in passenger service between Seattle and the Alaska ports of Ketchikan, Wrangell, Petersburg, Juneau, Sitka, Cordova, Kodiak, Valdez and Seward. The Baranof and Aleutian will steam directly to the face of huge Columbia Glacier, between Seward and Valdez, unless unforeseen weather or tidal conditions make the side trip impossible. The Denali and Alaska do not schedule this Glacier call.

"Boat trains" of the Alaska Railroad provide service to and from Anchorage in connection with each Alaska Line passenger ship calling at Seward. Alaska Line passengers making the 12-day round-trip steamship cruise may visit Anchorage while their ship remains in port at Seward. This rail trip, which requires four and one half hours in each direction, allows time for sightseeing in Anchorage.





Completely modernized day coaches, now in service on GN's Cascadians between Spokane and Seattle feature latest type adjustable foam rubber reclining seats and foot rests.

Modernized Coaches on GN Cascadians

Rebuilt and completely modernized coaches have been placed in regular service on the Cascadians, Great Northern passenger and mail-express trains 5 and 6 operating daily in both directions between Seattle and Spokane, Washington.

The modernized coaches are painted in Great Northern's distinctive orange and green "streamliner" colors and have new foam-rubber reclining seats with rests, mechanical air conditioning, fluorescent lighting, pastel decorations, double-paned fog-free windows, tile flooring, and are equipped with smooth-riding roller bearing trucks. Plans are underway to add entirely modernized cafe-parlor cars to these trains early next summer.

Both westbound and eastbound, the Cascadians afford passengers a daylight ride through the scenic evergreen Cascade Range of Washington, and the 8-mile Cascade tunnel.

Railroads Deliver the Goods!

"Railroads Deliver the Goods!" is the title of a brand new color cartoon book recently issued for free distribution by the Association of American Railroads, Transportation Building, Washington 6, D. C. It tells the story of railway operations with emphasis on railway freight service in language which teen-agers will understand.

Aboard the Empire Builder



Break the Bank winners, Mr. and Mrs. Dean C. Thaanum of Bellevue, Washington, flash $1,700 smiles as they leave the Empire Builder at Seattle. Forde photo.

Recent passengers aboard Great Northern Railway's streamlined Empire Builder included Mr. and Mrs. Dean C. Thaanum of Bellevue, Washington.

Mr. Thaanum, a retired businessman and Mrs. Thaanum, while in New York City, won the jackpot on the nationally televised "Break the Bank" broadcast.

The category that the Thaanums chose was "Westward Ho", a geographical quiz. The $1,700 question called for the naming and locating of Crater Lake in Oregon.

Mr. and Mrs. Thaanum made their round trip between Seattle and Chicago on the Empire Builder, having gone east prior to Christmas for the holidays.

Railroad Safety Record

According to preliminary reports issued by the Association of American Railroads, the nation's railroads last year set an all-time safety record.

In the first 11 months of 1952, there was only one fatality for each 2,200,000,000 miles of passenger travel, a rate of .045 per 100,000,000 miles. Preliminary information for December indicates that the fatality rate for the full year will be at least as good as that of the first 11 months.

The safest previous year of the 65 years, during which figures have been kept, was 1949 with one passenger fatality for each 1,200,000,000 passenger miles. Even this rate of .08 per 100,000,000 miles is far better than the best safety record of any other mode of transportation, before or since.

Considering accidents of all kinds, it is a certainty that 1952 was the railroads' safest year. In the first 11 months, fatal accidents, including not only those to passengers but to employes, users of highway grade crossings and even to trespassers, fell about 10 per cent below those of the previous year. Non-fatal accidents declined about 13 per cent.

The gain in railroad safety is even more remarkable when considered in relation to the amount of traffic. Compared with 1939, safest prewar year, railroads handled in 1952, nearly twice as much freight and half again as much passenger traffic, but had approximately 30 per cent fewer fatalities in accidents of all sorts, so that the fatality rate in relation to the volume of business handled in 1952 was much less than half that of the best prewar year.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Left to right, seated: Simon Snyder (honorary director); Allen Alderson; Stan D. Decker, president; Don Snyder, vice president; I. H. Larom. Standing: Traver Smith; Bob Miller; Dave Branger; Tom Ferguson; Al Constans; Reed Turner; Paul Van Cleve, Jr.; Walter C. Nye, executive secretary.

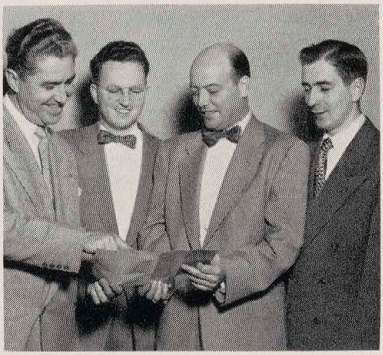
Dude Ranchers Association

The Dude Ranchers Association of Wyoming and Montana, at its annual meeting recently held in Billings, Montana, elected the following as officers for 1953: Stan Decker, Cora, Wyo., president; Don Snyder, Cody, Wyo., vice president; Brooke Burnham, Encampment, Wyo., secretary-treasurer. Walter C. Nye is executive secretary.

Members of the Board of Directors include A. R. Alderson, Birney, Mont.; Dave Branger, Roscoe, Mont.; Paul Christensen, Livingston, Mont.; Al Constans, Entiat, Wash.; Al Drysdale, Skookumchuck, B. C.; Tom Ferguson, Wolf, Mont.; I. H. Larom, Valley, Wyo.; Bob Miller, Bozeman, Mont.; Travel Smith, Big Timber, Mont.; Reed Turner, Moran, Wyo.; Paul Van Cleve, Jr., Big Timber, Mont.; Bob Venuti, Durango, Colo.

Cooperation among the ranchers in the promotion and advertising of the dude ranch industry in Wyoming, Montana, Idaho and Washington, was a key point of discussion during the three-day session. A special committee was organized to work out details covering an expanded publicity program that will coordinate the interests of the ranchers and the transportation agencies serving the ranch country.

Passenger Club Election



Left to right, Glenn F. Welker, Paul C. Ivory, Newton E. Ambli, Robert Kirby. Detroit Times photo.

Glenn F. Welker, passenger representative for the Pennsylvania Railroad in Detroit, Michigan, was recently elected president of the Detroit Passenger Club.

Others named officers to serve for the ensuing year are, Paul C. Ivory, DPA, GN, first vice president; Newton E. Ambli, CPA, CMStP&P, second vice president; Robert Kirby, Earl Kirby Travel Service, secretary-treasurer.

GN MODEL TRAINS

(Continued from page 5)

from plans of engines built between 1898 and 1952.

Mr. Wier values his locomotives in excess of $10,000. On the average, it requires all his spare time to turn out two models a year. The William Crooks, complete with gingerbread trimmings and elaborate paint pattern, required 15 months to complete.

The eastbound streamlined Western Star, GN train 4, CB&Q train 54, now arrives Chicago 7:20 AM instead of 7:30 AM.

GI Reduced Fares

American railroads will continue reduced furlough fares for military personnel traveling in uniform at their own expense.

The reduction, which expired January 31, 1953, has been extended to July 31 of this year. Servicemen get a tax-exempt round trip fare for 2.025 cents a mile or less for coach travel.

SOUTHERN CALIFORNIA

(Continued from page 9)

found nowhere else, can be seen making its fight for survival.

Biggest of the spring flowers grows in two weird forests of Kern. They are forests of Joshua Trees, giant desert lilies which plump out big masses of flowers at the end of queer prickly green arms.

One Joshua forest lies in a scenic mountain valley and the other stretches over the floor of the desert near the gold mining town of Mojave. This is also an area unique for spring travelers because it is one of those rare places where semi-precious stones can be picked up from the ground. There is even an opal mine where visitors pay a small fee for the privilege of swinging a sledge and mining (or trying to) their own opals.

Nearby are the high mountain snow areas of Mount Pinos and Greenhorn Mountain, affording the unusual experience of picking flowers and skiing on snow, all during the same day.

Easterners and Mid-westerners, California bound, may at little or no additional round trip rail fare, travel in one direction, to or from many California points via Great Northern Railway. The streamlined Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California. Stopovers at Pacific Northwest points may be arranged at no extra charge.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1953, are: Richard J. Clarity, engineer, St. Cloud, Minn.; George A. Gray, division engineer, Whitefish, Mont.; Edward Hogan, engineer, Superior, Wis.; Edward Jones, engineer, Superior, Wis.; Frank O. Johnson, clerk, Minneapolis Junction, Minn.; William B. Miller, engineer, Spokane, Wash.; Paul J. Schnable, truck repairer, St. Paul, Minn.; Iver Skogen, engineer, Fargo, N. D.

Members reported pensioned during January, 1953, are: George H. Adkins, conductor, Breckenridge, Minn.; Chris M. Johnson, conductor, Breckenridge, Minn.; Victor L. Johnson, locomotive engineer, Minot, N. D.; Wilbert J. Lefebvre, machinist, St. Paul, Minn.; Jiro Masuoka, oiler & brasser, Whitefish, Mont.; Tony Possenti, pipefitter helper, Havre, Mont.; Wilfred F. Redmond, conductor, Hillyard, Wash.; Johannes Rasmussen, towerman, Devils Lake, N. D.

* * *

GN train 460, between Seattle and Portland, now stops at Kent, Auburn, Sumner and Puyallup, all in Washington, to discharge revenue passengers arriving Seattle on GN trains 1 and 3 from Spokane and points east thereof.

A Wenatchee-Seattle set-out Pullman sleeping car now operates from Wenatchee on GN's Fast Mail, train 27 westbound and eastbound from Seattle on train 28. Cars contain 6 sections and 6 bedrooms, are ready for occupancy at 9:30 PM and may be occupied at either terminal until 8:00 AM.

* * *

Puget Sound Navigation Company service between Seattle, Washington, and Victoria, British Columbia, was terminated as of January 12.

* * *

The Winnipeg Limited, GN trains 7 and 8, between Saint Paul-Minneapolis and Winnipeg, now carries 2 streamlined lightweight Pullman sleeping cars in each direction, each with 16 duplex-roomettes and 4 double-bedrooms. One car containing 8 sections and a lounge-buffet section, providing beverage service only, is also carried.

* * *

The portion of Great Northern Railway's Kalispell-Hubbard branch line west of Kila, Montana, including stations Athens, Marion, Bitterroot and Hubbard, all in Montana, has been abandoned.

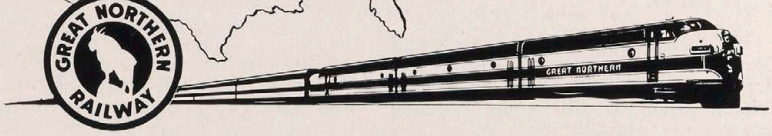
GREAT NORTHERN RAILWAY

No Newer,
No Finer
STREAMLINER
Chicago • Seattle
Portland
ONLY 45 HOURS
on the
EMPIRE BUILDER



GREAT FOR FREIGHT, TOO

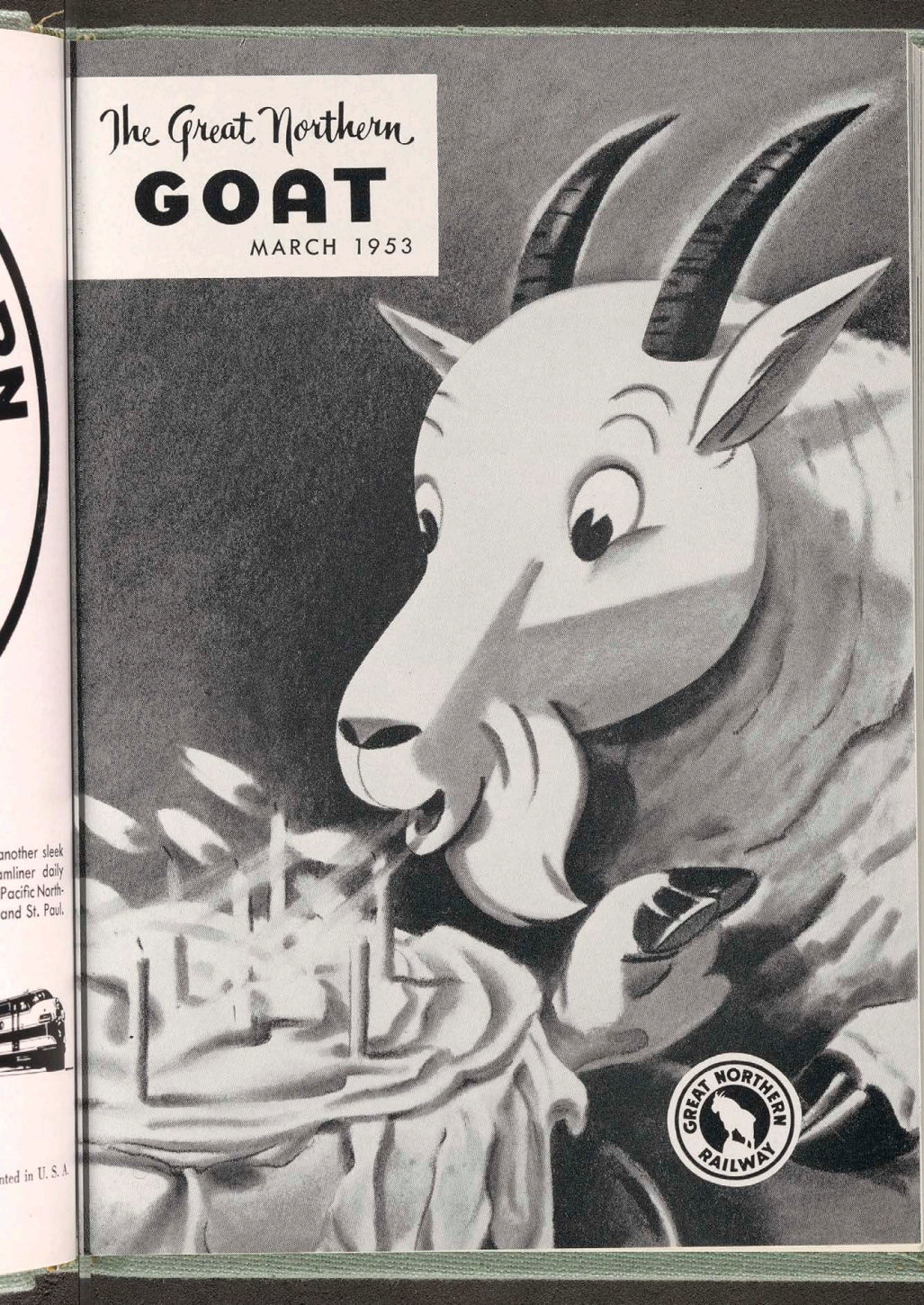
WESTERN STAR . . . another sleek Great Northern streamliner daily between Chicago and Pacific Northwest via Minneapolis and St. Paul.



GREAT NORTHERN RAILWAY

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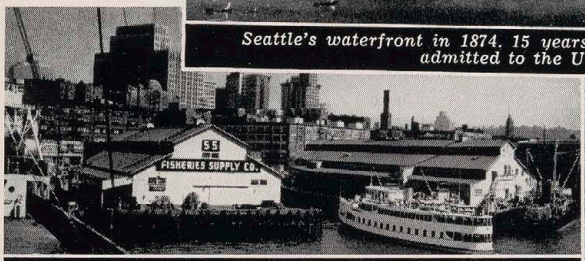
Printed in U. S. A.


The Great Northern
GOAT
MARCH 1953
GREAT NORTHERN RAILWAY

Washington Territorial Centennial



Seattle's waterfront in 1874. 15 years before Washington Territory was admitted to the Union as a state.



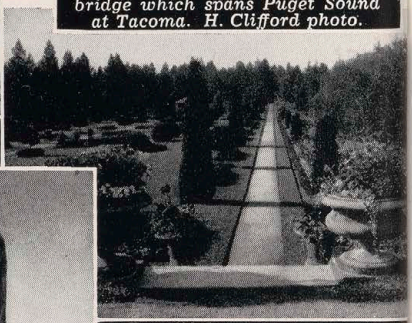
The busy waterfront and impressive skyline of Seattle as it appears today from Elliott Bay.



Multi-million-dollar Narrows bridge which spans Puget Sound at Tacoma. H. Clifford photo.



One of Washington's most historic structures, Jackson House, first home built north of the Columbia River.



Beautiful sunken gardens in Spokane's famed 90-acre Manito Park.



Inside the stockade at old Fort Nisqually at Tacoma. Ray Atkeson photo.



Chief Seattle, for whom the state's largest city is named.

Photographs of Seattle waterfront and Jackson House courtesy Washington State Advertising Commission.

Washington Territorial Centennial

From the largest metropolis to the smallest backwoods hamlet, the State of Washington is preparing for the biggest party in its history, the Territorial Centennial.

This is the first centennial at the state level, and the Washington State Historical Society, acting under a legislative assignment, is developing something new—a cooperative grass-roots celebration. This course was a necessity because no large appropriation was available, but out of it will come an observance that many thousands of dollars could not buy.

Washington has grown much faster than merely by "leaps and bounds", and the Historical Society estimates that there are more than a million of its citizens who know very little of the early days when the area comprising Washington Territory was more than twice its present size, yet boasted less than 5,000 inhabitants. As a matter of fact, less than 150 years ago, the Washington area was part of the most unknown portion of the world.

That the century closing this year has been one of progress goes without saying. The Washington story is being brought into every home in the state through the cooperation of schools, newspapers, radio and television stations, civic events and programs, cooperative advertising, conventions, pageants, plays, Centennial advertising, novelties, etc.

The eight-month-long program opened officially on March 2, the anniversary date, with a special program in the House of Representatives at the state capitol in Olympia. President Eisenhower participated from Washington, D. C. On the same day, a new commemorative postage stamp went on sale in Olympia. The program will close on Statehood Day, November 11, and between these dates there will be a steady succession of events.

One hundred years ago, the territory's first governor, Isaac I. Stevens, did some visioning in his address to the first territorial legislature. He could see commerce extending from Washington to every part of the globe, great agricultural, forest product and mineral development. At the time, he was regarded as something of an over-enthusiastic visionary, but all of his predictions have come true, and the state of Washington has become great in the nation and in the world.

Present-day statistics paint a glowing Washington picture, but Centennial sponsors are not entirely satisfied with the record up to 1953. They want Washingtonians to regard themselves as pioneers, setting the pattern for an even greater second century, adding strength to the 1853 foundation and inspiring citizens to a still higher level of civic responsibility.

The Washington Territorial Centennial may be geared to Washington primarily, but the latch string is out and everyone is invited. The record number of visitors, which seems assured during 1953, will find a great "host state" ready to greet them with a statewide program of outstanding entertainment.

Among the state's widely varied and almost unlimited scenic and historic attractions is old Fort Nisqually at Tacoma, which recalls more vividly than any museum, the period pre-dating the area's elevation to territorial status.

As the first outpost of the Hudson's Bay Company on the Pacific Northwest coast, Fort Nisqually was the center of trade with the Indians and ultimately between American settlers and the British. For years it was the leading port of clearance for domestic and foreign trade on Puget Sound.

(Continued on page 6)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern

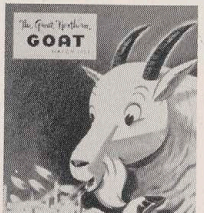
VOL. 23 March, 1953 No. 3

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, Saint Paul 1, Minnesota.

The Goat's Cover



This number of The Great Northern Goat marks its 29th Anniversary. The first number was published in March 1924.

Your Railroads

Throughout history man has looked unceasingly for better ways of moving things. He used the muscles of animals for thousands of years, and then, a little over a century ago, he harnessed steam power to pull trains of cars.

From the days of teapot engines of the early railroads there has been steady progress in railroad motive power; steam, electric, and now diesel. Perhaps tomorrow, turbine engines or even atomic power.

Each form of power as it has been developed has been put to work in your service. For example, the first diesel electric locomotive for freight service was developed only about a dozen years ago, and now about two-thirds of all railway freight service is performed by this type of motive power.

In all transportation history, there has been no such rapid change to a new form of power as has been accomplished by the railroads in the installation of diesel electric locomotives. It is a striking fact that so much railway service today is produced by this new type of locomotive, and that more than 82% of these locomotives have been purchased since World War II.

With the help of these powerful and efficient locomotives, the average railway train is today moving more freight and moving it faster than ever before, for along with new locomotives, the railroads have spent billions of dollars for bigger and better freight cars, and billions more for better tracks, terminals, shops, signals and other facilities.

Constant improvements that the railroads are making in their plant, and the more efficient use they are making of their facilities, mean even more dependable, economical transportation for you and for the nation.



Left to right: W. R. Minton, C. O. Hooker, I. G. Pool, John L. Robson, R. J. Murray, H. J. Surles, Wm. F. Stoll.

GN Safety Awards

Two of three top Great Northern Railway employe safety awards for 1952 have been won by Saint Paul departments of the company.

System-wide honors were won by the railway's Dale Street shops and the Special Agent's office with headquarters in Saint Paul. The third award went to the Mesabi division, headquartering in Superior, Wisconsin. I. G. Pool, operating vice president, presented special safety trophies to representatives of the three winning departments.

Great Northern's Dale Street shops had the best employe safety record last year of the railway's six shops throughout the system. A total of 546,000 man hours were worked in 1952 at the Dale Street shops without a reportable injury. At the end of January, 1953, the Dale Street shops had recorded its thirty-second consecutive month without a reportable injury, according to William F. Stoll, shop superintendent.

The Special Agent's division had the best safety record of all other departments in 1952, working a total of 245,000 man hours without a reportable injury. R. J. Murray of Saint Paul is chief special agent.

(Continued on page 6)



CENTENNIAL

(Continued from page 3)

The old stockade, granary, factor's house, trading post and blacksmith shop are maintained just as they were in 1833, and present a most interesting and authentic picture of far western pioneer days.

Pacific Northwest visitors who stop over in Tacoma will find a visit to Fort Nisqually a worth-while addition to their schedules. Stopovers can be arranged at no extra rail fare for passengers on Great Northern's Empire Builder or its companion streamliner, the Western Star.

In addition to the restorations in the stockade of Fort Nisqually, sightseers get an unrivaled view of the Olympics, Mount Rainier, and the new Tacoma Narrows bridge from the blockhouse in the fort, which is located on a promontory in Tacoma's Point Defiance Park.

SAFETY AWARDS

(Continued from page 5)

Great Northern's Mesabi division worked nearly six and a half million man hours last year without a fatal injury to an employe, and 17 reportable injuries. W. R. Minton of Superior is superintendent of the Mesabi division.

Roll Up Your Sleeve

Americans invariably respond when catastrophe and tragedy point up the need for blood. They know that blood cannot be mined or manufactured, but must come from the veins of healthy men and women.

However, too many Americans are still unaware of the total blood needs of our country—civilian and military, current and reserve—and to supply them, an unending source of blood must be maintained. This can be accomplished only through regular donations by as many Americans as are able to give.

Blood is first collected for the Armed Forces and for immediate civilian needs. Every drop of what is left is processed into plasma or fractionated into blood derivatives. One of these, gamma globulin, will be used to help protect millions of children against the crippling effects of polio this summer.

Whether your blood goes for the Armed Forces, Civil Defense, or to a local hospital, this priceless, painless gift will save an American life.

The donor today may be the recipient tomorrow. Each of us must adopt the habit of giving blood as one of the obligations of good citizenship. Only by facing up to this obligation can we procure the hundreds of thousands of pints of blood essential to our national welfare—essential in peace, in war or in defense preparedness.

Railroad Hour

The Railroad Hour broadcast of March 23, will feature guest star Mimi Benzell and permanent singing host baritone Gordon MacRae in "Lute Song". Future programs include "Princess Pat", with Elaine Malbin, March 30; "Sally", with Lucille Norman, April 6; "The Fortune Teller" with Dorothy Warenskjold, April 13; "El Capitan", with Ann Ayars, April 20.



Queen Joan and attendants, left to right, Arlene Baker; Dorothy Peterson; Norene Grace and Carol Worswick.



Queen of the 1953 Puyallup Valley Daffodil Festival, is Miss Joan Dennis of Puyallup, Washington. Seattle Times photos.

Puyallup Valley Daffodil Festival

One of the earliest of Spring festivals in the Pacific Northwest, the Puyallup Valley Daffodil Festival, is a four-city civic enterprise celebrating the arrival of spring and the blooming of 30,000,000 spritely daffodils.

The Puget Sound country of Washington is the nation's leading producer of the giant-sized King Alfred variety, and the combined production of tulips, iris and daffodils makes the state the number one bulb producer. Soil conditions and a temperate climate combine to make the region an ideal bulb producing area. Not only are the Puyallup Valley bulbs from 10 to 20 per cent larger than any imports, they are hardier, bloom two weeks earlier and produce flowers on stalks that are nearly two feet tall.

This year's 20th annual celebration, April 6 through 12, will be jointly observed in the cities of Puyallup, Sumner, Orting and Tacoma, and will carry the theme of the Washington Territorial Centennial in its various events.

Always one of the highlights of the festival is the four-day daffodil and flower show April 7 through 10, for garden club flower arrangers, juvenile "green thumbers" and male gardeners. Professional bulb growers from Oregon and Washington display their individual blooms and more than 200 varieties of daffodils will be on exhibition.

(Continued on page 18)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Brown *Bergstrom* *Metcalf* *Lundhagen* *Peterson* *Finnessey* *Hageman*

GN Traffic Department Changes

Promotions of Vincent P. Brown and Edward W. Bergstrom, with Great Northern Railway's freight traffic department in Saint Paul, are announced by George F. Hardy, general freight traffic manager.

Mr. Brown has been named freight traffic manager, rates and divisions, and Mr. Bergstrom has been appointed an assistant freight traffic manager.

An employe in Great Northern's freight traffic department since 1918, Mr. Brown became an assistant freight traffic manager, rates and divisions, in August, 1948.

Mr. Bergstrom began work for Great Northern in 1920, and was appointed a general freight agent in June 1946. He is a former president of the Saint Paul Junior Association of Commerce and the Transportation Club of Saint Paul.

Carl M. Lundhagen has been appointed Great Northern general agent in Great Falls, Montana, succeeding the late Lee C. Metcalf. Mr. Lundhagen entered Great Northern service in 1918 as a station agent, left the railway in 1920, returned in 1928, and in 1931 became city freight agent in Great Falls. He has been traveling freight agent in Sidney, since 1940.

Roger L. Peterson, city freight agent in Great Falls, succeeds Mr. Lundhagen as traveling freight agent with headquarters in Sidney. He entered Great Northern service in 1913, became chief clerk in the Great Falls freight office in 1930, and city freight agent there in 1948.

J. J. Finnessey, chief clerk in the railway's freight traffic office in Great Falls since June, 1952, becomes city freight agent there. Mr. Finnessey has been an employe of Great Northern since 1948.

Wilfred C. Hageman has been named city freight agent at Spokane, succeeding Fred Ferg, who recently retired after 33 years with GN in Spokane.

Mr. Hageman formerly was stationed at Spokane, before his transfer to Portland where he joined the freight traffic department.

Upon his retirement, Mr. Ferg ended a 53-year railroading career, having served as office boy, clerk, station and freight agent with the Oregon-Washington Railroad and Navigation Company, before joining Great Northern.

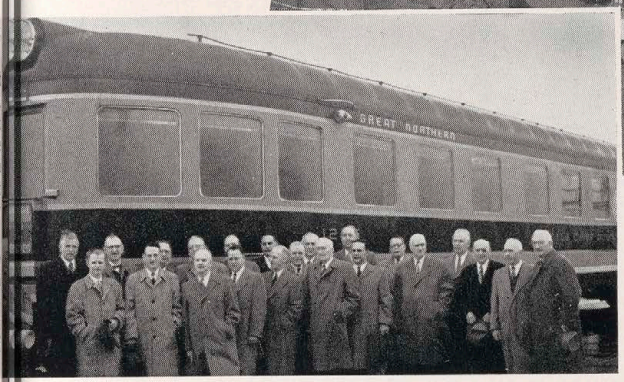
Kalispell-Whitefish Bus Schedules

Schedule of the Great Northern Railway motor bus operating daily between Kalispell and Whitefish, Montana, now is as follows:

Lv Kalispell	5:50 AM	10:30 AM	1:50 PM	3:05 PM	5:30 PM
Ar Whitefish	6:20 AM	11:00 AM	2:20 PM	3:30 PM	6:00 PM
Lv Whitefish	6:40 AM	11:30 AM	2:35 PM	3:35 PM	6:15 PM
Ar Kalispell	7:10 AM	12:01 PM	3:00 PM	4:00 PM	6:45 PM



Alaska Line agents inspect the Empire Builder. Left to right, L. C. Wythe, Homer; D. R. Renbarger, J. J. Dillon, R. I. Miller, W. R. Wood, W. W. Sipprell, T. J. Maloney.



Alaska Steamship Line officials, representatives and agents, and hosts from Great Northern Railway's Seattle Traffic Department.

Alaska SS Meeting

Officials, traffic representatives and agents of the Alaska Steamship Company were guests of Great Northern Railway at a luncheon and an inspection of the railway's streamlined Empire Builder during their recent annual meeting and conference held in Seattle, Washington. It was the first glimpse of a modern streamliner for several of the agents from Alaska.

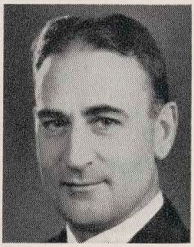
Among the steamship company representatives participating in the Seattle conference were H. N. Peterson, general traffic manager; W. J. Manahan, assistant general traffic manager; D. R. Renbarger, general freight traffic manager of Seattle; Henry W. Clark, Washington, D. C.; Frank Burns, Cordova; George B. Davis, Valdez; J. J. Dillon, Nome; R. G. Gardner, Fairbanks; H. E. Green, Juneau; E. F. Herr, Seldovia; T. J. Maloney, Anchorage; R. I. Miller, Petersburg; D. R. Ramsay, Sitka; W. W. Sipprell, Seward; W. R. Wood, Ketchikan, and L. C. Wythe, Homer.

Meetings were held at Pier 42, Seattle, headquarters of the Alaska Line, and sessions concluded with the annual banquet at the Olympic Hotel.

Election



Quick



Greutzman

New officers of the Transportation Club of Saint Paul, Minnesota, were installed at the recent 32nd annual dinner of the organization, held at Hotel Lowry.

The newly elected officers are D. W. Quick, AGFA, CGW, president; C. F. Paulsen, office manager, Bethlehem Steel Co., vice president; L. A. Savoie, FTM, National Carloading Corp., second vice president; John R. Teasdale, DFA, NYC, secretary; Guy E. Dailey, retired, treasurer.

Directors include Ernest H. Greutzman, GAFD, GN; Paul M. Fye, GA, Grand Trunk-CN; James F. Day, TM, Minnesota Mining & Manufacturing Co.

Coulee Dam Tours

Visitors taking guided tours through Grand Coulee Dam in Washington, are now charged a small admission fee as a means of repaying the Federal Government for the costs incurred, according to announcement by the Bureau of Reclamation.

The admission charge is the same as that in effect at Hoover Dam, which is: adults, 25 cents, plus 5 cents Federal tax; Military Personnel (in uniform), 5 cents, tax only; children under 12, free.

Educational groups such as high school classes and Boy Scouts will be admitted free when they come in a body, give advance notice of their proposed visit, and adjust the visit to the Bureau's schedules.

No charge will be made to Grand Coulee visitors wishing to hear lectures in the model room of the vista house or wishing to travel over the top of the dam.

A similar policy will be followed at Hungry Horse Dam in Montana, when installation of elevators, necessary to take visitors from the top of the dam into the powerplant and back, is completed. Visitors to Hungry Horse Dam may stop at vista points and cross the dam without charge.

Seattle-Portland Service

Effective April 15, 1953, the Union Pacific Railroad will take over operation of pool line passenger trains 401 and 402 between Seattle, Washington, and Portland, Oregon, for a period of one year or until further notice. During this period, these trains will arrive at and depart from the Union Station at Seattle, and will use Union Pacific Stations at North Puyallup, Sumner, Auburn and Kent.

Schedules of these trains will remain as at present except for minor adjustments in stops between Seattle and Tacoma as follows:

#402 Daily		#401 Daily
11:45 PM	Lv Seattle	Ar 6:45 AM
f12:10 AM	Lv Kent	Lv 6:08 AM
12:18 AM	Lv Auburn	Lv 5:58 AM
f12:30 AM	Lv Sumner	Lv 5:44 AM
12:34 AM	Lv North Puyallup	Lv 5:38 AM
12:55 AM	Ar Tacoma	Lv 5:20 AM

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Left to right: Charoen Mahawat; R. R. Manion, GN engineer, maintenance of way; Yong Mut Pisalsarakit; Professor B. B. Lewis; H. J. Seyton, Snit Sarasas; Sukit Pavidapha.

Thailand Railroaders Visit GN

Great Northern Railway recently was host to a party of representatives of the Royal Railways of Thailand (Siam). The group, escorted by H. J. Seyton, GN's chief engineer, visited the railway's general office building, museum, shops, yards and other installations in Saint Paul.

The representatives of the Royal Railways of Thailand, graduates of the University of Bankok, have been attending Purdue University, Lafayette, Indiana, studying various phases of American railway engineering and operation for the past year under the auspices of the Mutual Security Administration. Upon completion of their studies they made an extensive trip visiting several American railways including Great Northern.

The group consisted of Charoen Mahawat, engineer, maintenance of way, Yong Mut Pisalsarakit, manager, traffic department; Snit Sarasas, supervisor, welding shops; Sukit Pavidapha, supervisor, foundry, accompanied by Professor B. B. Lewis, Railway Engineering Department, Purdue University.

Specialties GN Junior 195



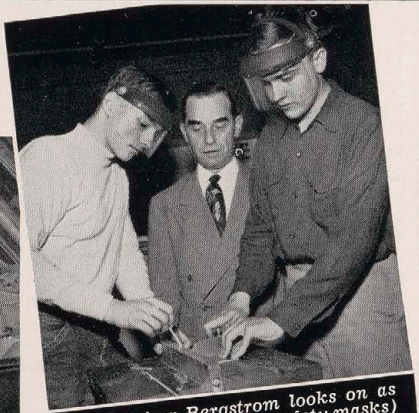
Bill Simkins, president, Specialties Unlimited, presents John M. Budd, president Great Northern, sponsoring company, with the first completed planter completed by JA.





James V. Aldridge, executive director, St. Paul Junior Achievement and Carolyn Schmidt examine sample planters.

Officers of Specialties Unlimited for the first half of the 1952-53 year.



GN adviser Bergstrom looks on as JA workers (wearing safety masks) trim plastic.



Locomotive Foreman Sullivan of GN's Jackson St. roundhouse explains the operation of a diesel locomotive to JA group.





Specialties Unlimited
GN Junior Achievement
1953

ince the Junior Achievement
vement became national in scope
e six years ago, approximately
00 persons including achievers,
iers and stockholders have par-
pated in the program.

(Continued on page 14)



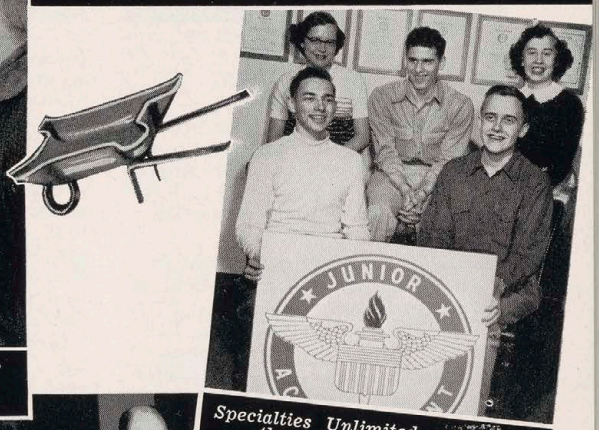
JAers, under the guidance of GN Locomotive Foreman Joe C. Sullivan, see how American enterprise operates in the railway industry.



St. Paul Jun
t examine



locomotive instruments are ex-
ed to JAers by GN Locomotive Foreman Sullivan.



Specialties Unlimited officers for the second period of the 1952-53 year.



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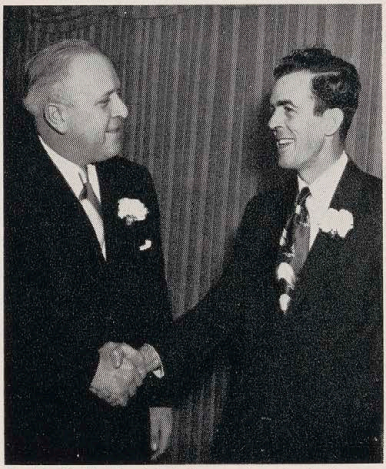


tach. handles, legs and wheels
rrow bodies under the watch-
of adviser Van Zinderen.



GN adviser Stralka acts as foreman as JA girls form heat-softened plastic sheets in wooden jigs.

Election



R. T. Schlude (right), newly-elected president, Washington, D. C., Passenger Association is congratulated by F. S. Lemley, retiring president.

Three hundred and thirty-five men, interested in passenger transportation, attended the 36th Annual Banquet of the Washington, D. C., Passenger Association at the Mayflower Hotel.

Newly elected officers, installed at the meeting were: Ray T. Schlude, MP, president; John V. Flaig, StL&SF, first vice president; Lewis Wroe, SAL, second vice president, and Kenneth H. Karriker, C&NW, secretary-treasurer. Chosen to serve on the Executive Committee were Fred S. Lemley, C&NW; Lewis L. Chamberlain, B&O, and Eugene G. Phebus, WTCo.

JUNIOR ACHIEVEMENT

(Continued from page 13)

Junior Achievement is a national, non-profit extra curricular activity for teen-age men and women designed to give practical grass roots experience in production, management and sales.

The movement was started in Springfield, Massachusetts, in 1919, and originator of the idea was the late Horace A. Moses, chairman of the Strathmore Paper Company.

Mr. Moses felt that young people seeking employment should have more to offer prospective employers than simply a brand-new high school or college diploma. Accordingly, he developed a plan which led to establishment of the Junior Achievement movement. The organization was incorporated in 1926, and reorganized along present lines in 1942.

Aim of Junior Achievement is to produce future employers, employes and citizens "who understand the freedom, incentives and opportunity which private enterprise provides the American worker, owner, manager and investor". To do that, Junior Achievement helps youngsters to set up and operate their own miniature businesses, and thus learn the problems of big business.

High schools are contacted and interested juniors and seniors are invited to register with Junior Achievement, then assigned in groups of 12 to 25, to trades or professions of their own choosing. Manufacturing facilities are made available in the field of woodworking, plastics, metal craft, chemical, paper and novelties.

Meetings are held once a week in the Junior Achievement Center and each group is shown how to go about organizing its own company. After deciding what product they will make and sell, the youngsters "incorporate", sell stock at fifty cents a share, and elect officers and directors. From then on, they are in business for themselves, and must keep accurate records of sales, expenses, inventories, make monthly reports, issue profit-and-loss statements and balance sheets.

(Continued on page 16)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Keeping the Peace

A Navy wife, bidding her husband good-bye as he was embarking for duty in the Pacific, was incensed when she saw a black Scotty trot aboard.

"Why should dogs be allowed to go along when the men's wives are forbidden?" she demanded indignantly of an officer.

"Madam," he replied, "you see all the men can pet one dog and nobody gets mad."

* * *

Logical

A little old lady handed the post-office clerk a package containing a Bible.

"Anything breakable in this?" he asked.

"Nothing but the Ten Commandments," the little lady replied.

* * *

Partial Victory

A husband and wife were in sharp disagreement over what suit he should purchase. Finally, the wife relented and said:

"Well go ahead and please yourself. After all, you're the one who will wear it."

In a meek voice the man replied, "Well, dear, I did figure that I'd probably be wearing the coat and vest anyway."

Pop Bottles, Too?

The devil was always challenging St. Peter to a game of baseball, but St. Peter never took him up. Finally, the Dodgers, the Giants and the Yanks all went to heaven. So naturally St. Peter called up the devil.

"Now I'll play you that game of baseball," he said.

"You'll lose," said the devil, "You'll lose."

"Oh, yeah?" replied St. Peter. "Right now I've got the greatest collection of baseball players you ever saw."

"You'll lose," said the devil. "You'll lose!"

"What makes you so sure we'll lose!"

"Because," laughed the devil, "we got all the umpires down here."

* * *

Installment Learnin'

"Tell me, sir," said the newspaper reporter, "how have you been able to make such a tremendous success of your business and at the same time gain such a wide knowledge of world affairs?"

"Simple," said the tycoon. "I read books."

"But when do you find the time?"

"I just keep a pile of books on my desk, and I open one whenever I'm on the telephone and the person I'm talking to says, 'Just a moment, please.'"

Girl Scouts' Birthday



Girl Scouts throughout the U.S.A. introduced a new proficiency badge to celebrate their 41st birthday on March 12. Called the "My Government" badge, its requirements focus attention on how local, state and federal governments operate. Design shows the dome of the National Capitol.

The "My Government" badge is the first new proficiency award made available to Girl Scouts since 1948. Some of the requirements for earning the award, considered one of the most important in the history of Girl Scouting, are:

Learning about dates and polling places for registration, eligibility for voting and absentee balloting.

Studying major duties of jobs to be filled by elected Federal and State officials, appeals of the various parties which present candidates, and issues to be voted on.

Comparison of democratic election procedures with regular practices in the Girl Scout troop government.

JUNIOR ACHIEVEMENT

(Continued from page 14)

Forming an important part of each Junior Achievement enterprise are the volunteer adult advisers recruited from local business firms which act as industrial sponsors. These men and women lend their experience, advice and assistance. They counsel on the firm's management, accounting, production and sales policies.

In the case of Specialties Unlimited of Saint Paul, Minnesota, adult advisers from the sponsoring firm, Great Northern Railway Company, are E. W. Bergstrom, assistant freight traffic manager; L. A. Selander, tax accountant; Conrad T. Stralka, mechanical department draftsman; Leonard Van Zinderen, assistant to the general statistician.

Specialties Unlimited, has chosen for its 1953 project, manufacture and sale of an attractive plastic miniature wheelbarrow, suitable for use as a planter, candy dish, etc., which sells for one dollar.

Sheets of plexiglass are first cut to size on a power saw, placed in an electric warming oven, then shaped on wooden jigs or dies. Strips are trimmed for handles and legs, formed, and after being softened in solvent are attached. Polishing completes the operation.

Junior Achievement operations are conducted in centers equipped and supplied with tools, financed by subscriptions from local firms. Two-hour meetings and work sessions are held weekly during the school year.

While the majority of Junior Achievement enterprises are going concerns from the start, some experience financial difficulties and must be reorganized to get on a paying basis. A few do fail. Yet, in each case, valuable experience has been acquired as has a clearer and more sympathetic appreciation of our American enterprise system.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Gamble-Skogmo officials and sales representatives board Great Northern's streamlined Empire Builder in Portland for trip East. Photo-Art Studios photo.

Aboard GN's Empire Builder

Forty-five Gamble-Skogmo officials and sales representatives recently traveled aboard Great Northern Railway's streamlined Empire Builder from Portland, Oregon enroute to Minneapolis, St. Paul and Chicago.

Purpose of the trip was to attend sales conferences and meetings which were held in six key cities in the 26-state area in which Gamble Stores and Gambles Western Auto Supply Stores are located.

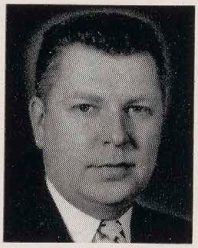
Sales objectives for 1953 were reviewed by more than 2,500 company personnel and authorized dealers during the firm's two-month-long annual series of merchandising meetings.

Conferences featured displays and demonstrations of new products by 60 manufacturers of auto supplies, major home appliances, furniture and other hardline goods. Merchandise from 15 softline departments was shown at the Saint Paul meeting.

B. C. Gamble, president and chairman of the board, Gamble-Skogmo, Incorporated, addressed each group.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Bureau Manager



Raiter

Anthony F. Raiter, Jr., has been appointed manager of the visitors - convention - publicity bureau of the Spokane, Washington, Chamber of Commerce. He succeeds the late William G. Oves, and assumed his duties March 15.

A World War II veteran, Raiter formerly served as public relations officer at Walter Reed General Hospital in Washington, D. C. He has been administrative assistant with the Washington State Advertising Commission at Olympia, Wash., for the past seven years.

DAFFODIL FESTIVAL

(Continued from page 7)

Brunette Joan Dennis, 17, of Puyallup High School, will reign as queen of the 1953 celebration. Queen Joan and her court will participate in impressive coronation ceremonies at Tacoma Armory, April 7.

April 11 will be parade day in Tacoma, Puyallup and Sumner, it taking more than three hours before the 150-float entourage can travel the three-city route. More than 1,000,000 fresh daffodils will be seen in the parade which is one of the nation's largest.

Close of the celebration comes April 12 with the staging of an all-Puget Sound power yacht and sailboat regatta on Tacoma's Commencement Bay. Yacht owners decorate their vessels and have their marine parade reviewed by Queen Joan and her court. Sailboat enthusiasts stage an early season race over a three-legged course in sight of downtown Tacoma.

GN Train Schedule Changes

Great Northern train No. 35, westbound daily except Sunday between Duluth, Minnesota, and Grand Forks, North Dakota, now operates on a daytime schedule instead of as a night train. Schedule of eastbound train No. 36 has been adjusted to provide earlier arrival at Duluth daily except Monday.

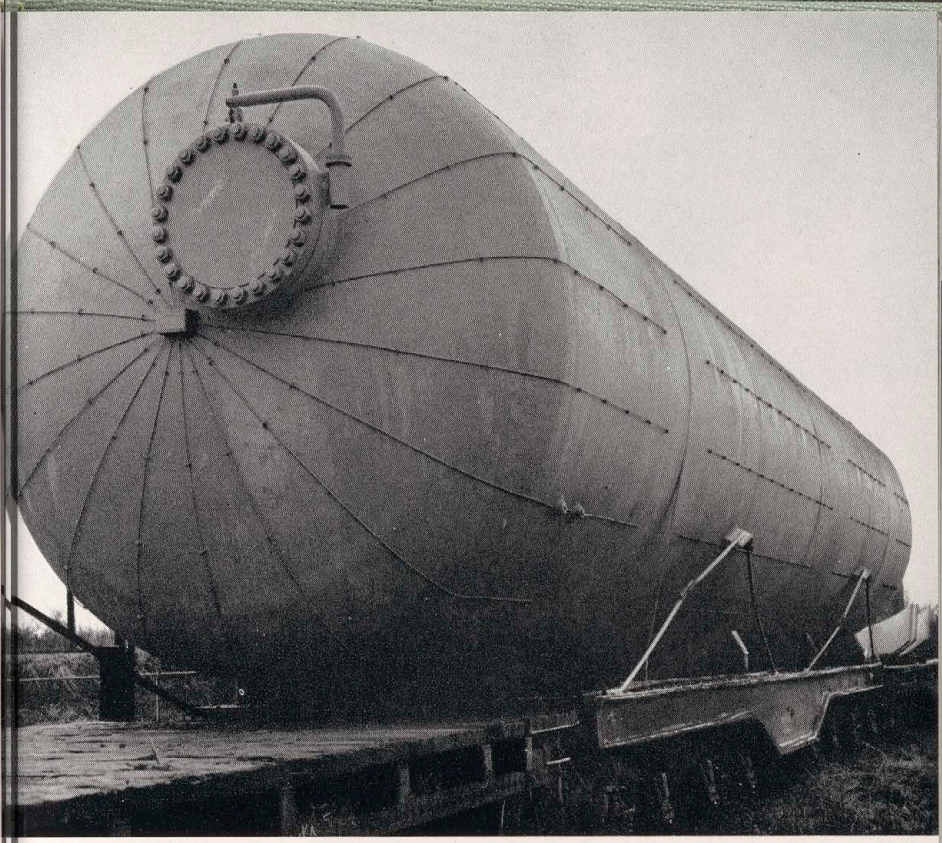
Train No. 35 leaves Duluth, daily except Sunday, connecting with train No. 3, the westbound Western Star, at Grand Forks.

Train No. 36 makes daily except Monday connections at Duluth with G. N. train No. 23, the Badger arriving Minneapolis 11:30 AM and Saint Paul 11:59 AM.

No. 35 Westbound			No. 36 Eastbound
7:35 A.M.	Lv. Duluth	Ar.	7:00 A.M.
7:50 A.M.	Lv. Superior	Ar.	6:42 A.M.
8:30 A.M.	Lv. Carlton	Lv.	5:53 A.M.
8:42 A.M.	Lv. Cloquet	Lv.	5:40 A.M.
10:33 A.M.	Lv. Grd. Rapids	Lv.	4:01 A.M.
11:47 A.M.	Ar. Cass Lake	Lv.	2:50 A.M.
11:53 A.M.	Lv. Cass Lake	Ar.	2:45 A.M.
12:18 P.M.	Lv. Bemidji	Lv.	2:25 A.M.
2:30 P.M.	Ar. Crookston	Lv.	12:09 A.M.
2:35 P.M.	Lv. Crookston	Ar.	11:35 P.M.
3:10 P.M.	Lv. E.Grd. Forks	Lv.	10:51 P.M.
3:15 P.M.	Ar. Grd. Forks	Lv.	10:45 P.M.

GN train No. 3, the westbound Western Star now leaves Hillsboro, North Dakota, at 2:36 PM instead of 2:40 PM. Train No. 4, the eastbound Western Star now leaves Lakota, North Dakota at 1:16 PM instead of 1:18 PM, arrives Grand Forks 2:30 PM instead of 2:35 PM, leaves Grand Forks 2:40 PM instead of 2:45, and leaves Hillsboro 3:40 PM instead of 3:41 PM.

Train No. 30, between Grand Forks and Saint Paul, now leaves Evansville 3:28 PM, Brandon 3:36 PM, Garfield 3:45 PM, Alexandria 3:59 PM, Nelson 4:07 PM, Osakis 4:17 PM, West Union 4:25 PM, thence on same schedule as heretofore to Saint Paul.



A specially constructed 16-wheel flatcar was required to handle huge steam accumulator tank.

GN Handles Unusual Cargo

A huge tank, consigned to Boeing Aircraft at Renton, Washington, recently moved via Great Northern Railway and the Pacific Coast Railroad, the latter a GN subsidiary.

The unusual shipment was a steam accumulator tank designed for use at Boeing's propulsion laboratory in connection with research and test work on ram jet engines.

Fabricated of heavy steel plates one and seven-eighths inches in thickness, the tank is 60 feet in length, 11 feet, 10 inches in diameter and weighs 221,000 pounds.

The shipment was handled from California via the Southern Pacific, Great Northern and Pacific Coast Railroad on an especially constructed flatcar with eight pairs of wheels on each side. Idler cars, fore and aft, were part of the consist for the movement.

Unloading was made at Puget Sound Power & Light Company's Shuffleton steam plant at Renton.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



McCloskey



Beckham



Meinsen



Petschl

Traffic Club Elections

At the recent annual meeting of the New York City Association of Passenger and Ticket Agents, Daniel W. McCloskey, PA, CMStP&P, was elected president; Robert L. Tiedgens, CP&TA, NP, first vice president; Charles E. Malik, PR, B&O, second vice president; Charles J. Andrews, PR, NYC, secretary; A. A. DeSoiza, CPA, AT&SF, treasurer.

George Beckham, PR, B&O, was elected president of the Railroad & Steamboat Agents of Boston. George Morse, chief ticket clerk, CN, was named vice president, and A. B. Lynch, CPA, CN, secretary-treasurer.

Officers named to head the Philadelphia Passenger Association during 1953, are: C. W. Meinsen, CB&Q, president; T. F. Stefanski, PRR, first vice president; A. W. Kushmore, Reading, second vice president; E. H. Hatfield, AT&SF, secretary; F. W. R. Kirkpatrick, PRR, treasurer; G. P. Morgan, historian.

Members of the Board of Directors are: A. E. Rohmer, GN; R. L. Roberts, MP; R. E. Dunn, PRR; M. H. Eckardt, PRR; R. F. Hampel, PRR; M. B. Winn, PRR; J. J. Reidy, Reading; J. C. Dolan, NP; E. P. Schilling, CMStP&P; J. C. White, C&NW; C. M. Hutchinson, SP.

E. M. Petschl, AGPA, C&NW was elected president of the Minneapolis Passenger Traffic Club. William J. Powers, charter agent, Twin City Lines, was named vice president; E. J. McNamara, chief clerk, NYC, secretary; H. N. Gregerson, CPA, NP, treasurer.

Elected to the Executive Committee were E. B. Danielson, information clerk, GN depot; W. L. Borland, CPA, CB&Q, and H. J. Koukal, GAPD, CRI&P.

The Miami Valley Traffic Club, Dayton, Ohio, named George W. Henry, president, Trojan Freight Lines, president; E. H. Voehringer, TM, National Cash Register Company, first vice president; J. A. Ryan, FA, NYC, second vice president; George C. Stoecklein, chief clerk to division superintendent, B&O, secretary; Robert E. Martindale, sales manager, Superior Motor Freight, treasurer, for the ensuing year.

Named to the Board of Governors for two-year terms were Robert A. Cory, TFA, GN, Cincinnati; A. F. Nuscher, FA, Erie; J. J. McEnroe, manager, Continental Transportation Lines; Carl M. Gauby, TM, Lowe Bros. Company; R. P. Carr, TM, Frigidaire Corporation; J. C. Dillworth, TM, Gummed Products Company, Troy, Ohio.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Fargo, North Dakota, radio station group board Great Northern's streamlined Red River for Eastern tour.

Aboard GN's Streamlined Red River

Recent passengers aboard Great Northern Railway's streamlined Red River which operates daily between Grand Forks and Fargo, North Dakota, and the Twin Cities of Minneapolis and Saint Paul, included the WDAY - sponsored Southern Tour group which used the streamliner to the Twin Cities on the first leg of a 14-day trip to Chicago, New Orleans, Biloxi, Mississippi and return. The WDAY Southern Tour was the first of two 1953 tours that are conducted in cooperation with WDAY, Fargo NBC affiliate radio station.

The O'Lavin Travel Service of Fargo handled all arrangements with Barney O'Lavin, owner, acting as tour conductor. Tour party members are from the Dakotas and Minnesota.

A second group was scheduled to leave Fargo on the Red River on March 11, for a similar 14-day Eastern Tour to Chicago, Washington, D. C., New York City and Detroit.

Aboard the Empire Builder



Miss Betty Reinwald and mother, Mrs. Leona Reinwald.

Recent passengers aboard Great Northern's streamlined Empire Builder were Miss Betty Reinwald, of Spokane, Washington, and her mother, Mrs. Leona Reinwald, en route to the inauguration of President Eisenhower.

As first place winner in the Spokane Central Lions Club annual charity fund-raising drive, Miss Reinwald was awarded round-trip rail transportation to Washington, D. C., and New York City, two tickets to the inauguration, five days in Washington and five days in New York, with all expenses paid for two, including meals and tickets to a Broadway play.

Miss Reinwald is office manager for the Spokane branch of the Burroughs Adding Machine Company.

GN Crop Improvement Tour

More than 150 Red River Valley growers, elevator men, processors and others concerned with barley, flax and crops improvement, were members of a recent special "Crop Improvement Tour" to Minneapolis, Milwaukee, Chicago and Peoria, Illinois. The tour was arranged and sponsored by Great Northern Railway's Department of Agricultural Development in cooperation with county agents.

The "Crop Improvement Tour" originated at Grand Forks, North Dakota, with groups joining the party at Hillsboro, Fargo and Wahpeton, North Dakota; Crookston, Ada, and Moorhead, Minnesota.

First stop was at Milwaukee where the group visited a farm equipment manufacturing plant, malting houses and breweries. Inspections of the United States Regional Research Laboratory, a tractor and earth moving equipment plant and storage elevators were made at Peoria, Illinois, on the second stop.

The group visited the Chicago Board of Trade before leaving for Minneapolis to attend the Annual Meeting of the Midwest Barley Improvement Association. Inspection of a flax-pressing plant was another highlight of the stopover at Minneapolis.

Sunday School Week

In recognizing the 9th annual observance of National Sunday School Week, April 13 through 19, America salutes through this "Youth in Religion" movement, its ability to offer to its young people their freedom in religion in whatever faith they embrace, as their divine heritage to worship God as they choose.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1953, are: Andrew E. Anderson, conductor, Sioux Falls, S. D.; William H. Bolgard, conductor, Sonoma, Calif.; Thomas Boucher, blacksmith helper, St. Paul, Minn.; Walter L. Gueffroy, locomotive foreman, Yankton, S. D.; Thomas P. Hodge, engineer, Klamath Falls, Ore.; Peter S. Hervin, assistant engineer, Seattle, Wash.; Victor E. Jones, ticket clerk, Annandale, Minn.; Frank O. Johnson, car foreman clerk, Minneapolis, Minn.; John Lowry, conductor, Detroit, Mich.; Lee C. Metcalf, general agent, Great Falls, Mont.; Floyd Marshall, chief clerk, St. Paul, Minn.; Robert O. Miles, locomotive engineer, Fresno, Calif.; Felix Plettl, conductor, Seattle, Wash.; George Rutledge, locomotive engineer, Minneapolis, Minn.; Tony Scalisi, section laborer, Saco, Mont.; Samuel F. Stelzig, blacksmith, St. Cloud, Minn.

Members reported pensioned during February, 1953, are: Carl O. Anderson, express messenger, St. Paul, Minn.; Alonzo H. Cannon, boilermaker, Minneapolis, Minn.; N. Edward Carlson, engineer, St. Paul, Minn.; John H. Cable, engineer, Minneapolis Junction, Minn.; Erwin J. Davis, general chairman Brotherhood Railway Carmen of America, St. Cloud, Minn.; Richard A. Edblom, roundhouse foreman, Fargo, N. D.; A. David Garon, engineer, St. Cloud, Minn.; Fritz C. Griepentrog, sectionman, Pelican Rapids, Minn.; William M. Haley, conductor, Kelly Lake, Minn.; Roy O. Jardine, locomotive engineer, St. Cloud Minn.; John M. Jefferson, joint train baggageman, Seattle, Wash.; James Johnstone, traveling passenger agent, Seattle, Wash.; Hans H. Mork, section foreman, Russell, Minn.; Dennie C. Poor, superintendent general office building, St. Paul, Minn.; Orrin H. Redfield, engineer, Willmar, Minn.; Louis L. Simota, janitor, St. Paul, Minn.

* * *

Miss Katherine M. Wyatt, with Great Northern since December, 1912, and depot ticket agent in Minot, North Dakota, since May, 1946, retired February 28, 1953.

* * *

Great Northern Railway's Pittsburgh, Pennsylvania, traffic office will move from 2001-2002 Oliver Building to 1801-1802 in the same building, on May 1, 1953.

* * *

Wintertime set out sleeping car operated on GN trains 27 and 28 between Wenatchee and Seattle, has been discontinued.

Privacy? Great!

when you go Great Northern

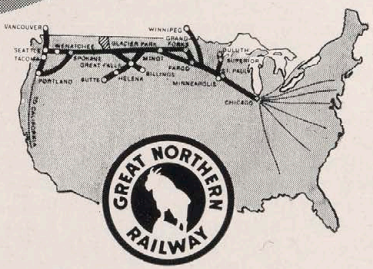
EMPIRE BUILDER

WESTERN STAR





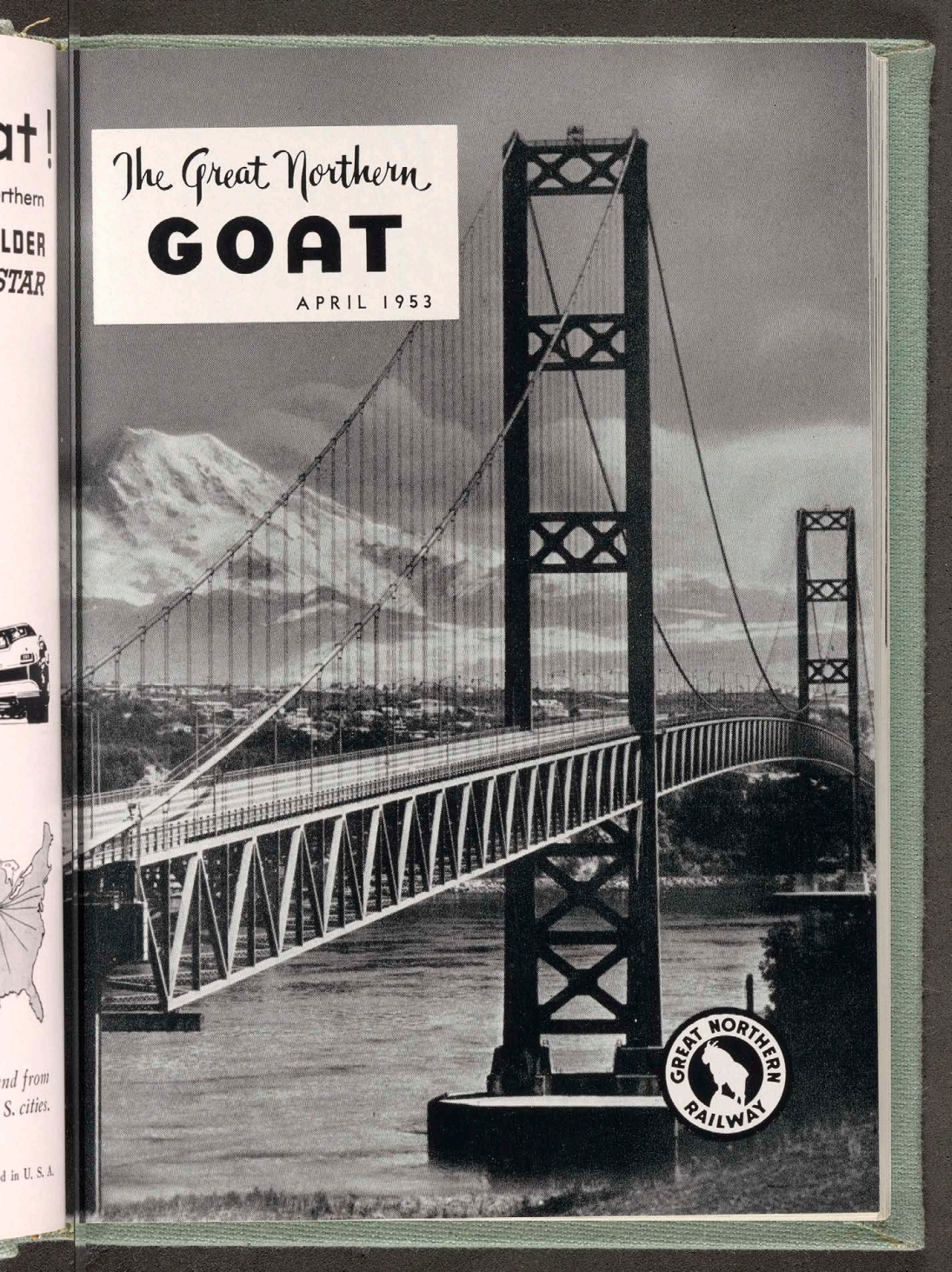
TWO GREAT STREAMLINERS
DAILY BETWEEN CHICAGO -
SEATTLE - PORTLAND VIA
ST. PAUL, MINNEAPOLIS,
SPOKANE



Connections in Portland or Seattle with daily streamliners to and from California and in Chicago with fast daily trains to Eastern U. S. cities.

Form 6009 3-53

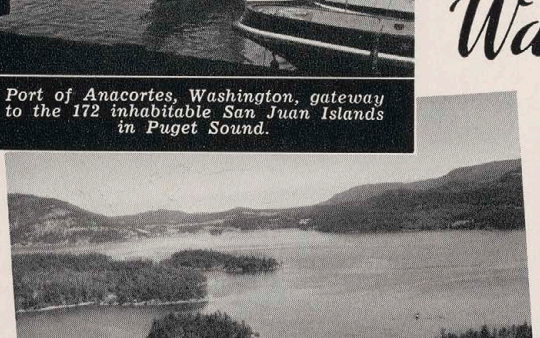
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The Great Northern
GOAT
APRIL 1953
GREAT NORTHERN RAILWAY

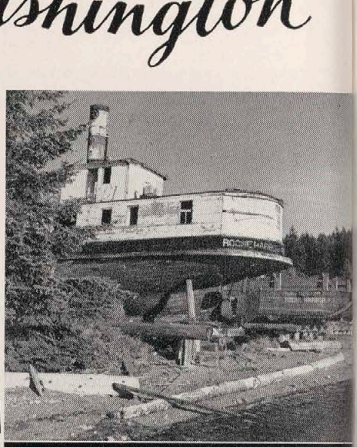
The San Juan Islands of Washington



Port of Anacortes, Washington, gateway to the 172 inhabitable San Juan Islands in Puget Sound.



Frequent ferry service connects many islands in the San Juan group with the Washington mainland.



Picturesque marine graveyard at historic Roche Harbor, San Juan Island.



English blockhouse with diagonally set upper story, located on San Juan Island, dates back to 1860.



Henderson Youth Camp on Lopez Island, third in size of islands in the San Juan archipelago.



Vacationers at Beach Haven, Orcas Island, one of the larger islands in the San Juan group.



Snow capped Mount Baker on the Washington mainland, from Friday Harbor, San Juan Island.

Photos by Ray Atkeson.

Picturesque Islands in the Waters of Puget Sound

In the extreme Northwest corner of the United States is a little world all by itself, unlike any other region in America.

The San Juan Island archipelago actually is very much a part of the State of Washington; however, the islanders are so definitely isolated from the mainland by their location that even their way of life has been materially affected.

Over one hundred and seventy picturesque islands comprise the group which is officially San Juan County in the waters of Puget Sound and the Straits of Georgia. The county spreads over an area that is probably larger than some of our Eastern states, and some of the islands are several miles across.

Orcas, the largest island of the group, has many miles of hard surfaced road and a three-thousand foot mountain. Mount Constitution is the heart of Moran State Park, encompassing six thousand acres. Several good sized lakes, nestling in dense evergreen forests on the slope of the mountain offer excellent swimming, boating and fishing. A spectacular road winds up through timber to open parkland at the crest where a breathtaking complete circle panorama is unfurled to the view of visitors. From the lookout tower one may look down upon most of the islands and out across the blue waters to the Olympic Mountains in one direction. In another direction, Victoria and Vancouver Island, B. C., are plainly visible. On a clear day, even the city of Vancouver, metropolis of Western Canada, can be seen. To the East, snowcapped Mount Baker dominates the rugged Cascade Range. Orcas Island also has several small fishing and resort villages, many large farms and summer homes as well as a Y.M.C.A. summer camp. Another youth camp is located on Lopez Island.

Most of the inhabitants of the San Juans are there by choice. They have found the ideal place to get away from it all. Some of the larger islands are farmed, others serve as home base for fishing fleets. Still others, large and small, serve as a refuge for folks who just do a heap of living and little else.

Many islanders are referred to by mainlanders as "characters". Writers, artists and retired business men have staked out their claim on the more remote islands where they may bask in the mild climate and just watch a part of the world go by without fear of having their comparative solitude interrupted. Ships of every nation pass close to some of the islands. Ferry boats, pleasure yachts and fishing craft twist through the narrow passages, some anchoring in picturesque cover to fish or just loaf.

Several of the smaller islands are privately owned and there are very few for sale. The islands are a paradise for beachcombers. Some residents have built and furnished their homes from debris which has washed ashore. One fortunate islander had a home float down to his beach intact, having been washed away from its mainland location by the 1948 floods.

On San Juan Island, second largest of the group, is located Friday Harbor, County seat, and one of the most picturesque little harbors in the nation. San Juan Island has more than its share of historical background. It was the scene of the famed "Pig War" between the United States and England. Various stories are told about the hostilities. According to the popular version, the fracas developed between a couple of pioneer farmers because of pigs and potatoes. As a result of the greedy behavior of the pigs the

(Continued on page 8)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern

VOL. 23 April, 1953 No. 4

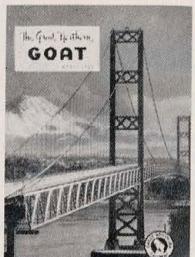
Published monthly by the Traffic Department of the Great Northern Railway Company in the interest of individuals and organizations engaged directly or indirectly in the handling of industrial traffic matters and travel by railroad.

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



Tacoma Narrows Bridge, third longest suspension span in the world, gateway to Mount Rainier and Olympic National Parks in Washington.

H. Clifford photo

Day of Resurrection

In the early hours of that Sabbath morn came a quake and the earth trembled and Jerusalem was troubled. Out of the skies as a lightning shaft came an angel in white raiment to the sepulcher where Jesus Christ lay buried. He rolled away the great stone and terrified guards fell as if dead.

And then the dawn was still and beautiful.

One by one the stars were doused and a morning carved from heaven broke over the countryside.

In great caution and sadness went Mary Magdalene and Mary of Bethany to the sepulcher to weep once more over their departed Master; perhaps to spread more spices over His body if the stone could be moved. But they were astonished and without words when they saw that the stone had been rolled away.

Could His body have been stolen away in the night? Could He now lie in a common grave?

The women moved closer and dared to enter. At first they saw nothing. Then a young man whose white garment shattered the darkness of the tomb spoke:

"Be not afraid. He is not here, for He is risen as He said."

Reprinted from "The Easter Story", with permission of the author, Felix R. McKnight, and the publisher, Henry Holt and Company, Inc., New York City.



Frederic S. Laise, right, presents GN president J. M. Budd with a certificate of merit for the operation of the railway's blood procurement car for the Saint Paul Regional Blood Center.

GN Given Public Service Award

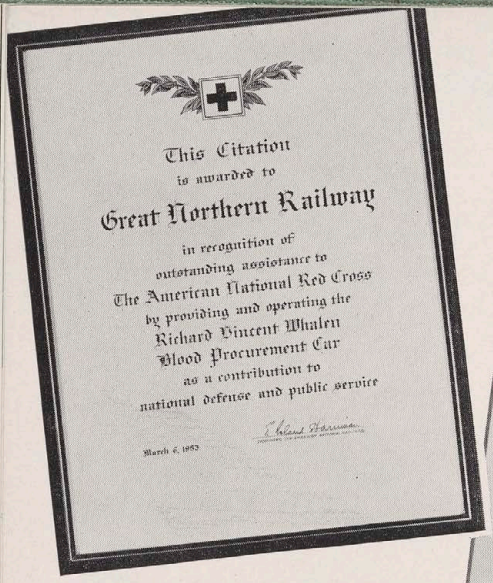
National recognition for its part in the Red Cross Armed Forces Blood Procurement Program came to Great Northern Railway on March 20, at a special Red Cross luncheon held at the Hotel Lowry in Saint Paul, Minnesota.

A certificate of merit from E. Roland Harriman, president of the American National Red Cross, was presented to John M. Budd, president of Great Northern, by Frederic S. Laise of Saint Louis, deputy manager, Midwestern Area, American Red Cross, for furnishing and operating the blood procurement car Richard Vincent Whalen. Only three such citations previously have been awarded.

The blood procurement unit named Richard Vincent Whalen in honor of the first Great Northern employe to lose his life in Korea, is operated without cost to the Red Cross, and went into operation on April 2, 1952. It has been in constant service ever since in Minnesota, North and South Dakota, and a section of Western Wisconsin.

In its first year of operation, the collection of blood by the Great Northern blood car approximated 19,400 pints, or more than 18 per cent of the entire amount collected by the Red Cross in that period in the region in which the unit has been operated. According to Red Cross

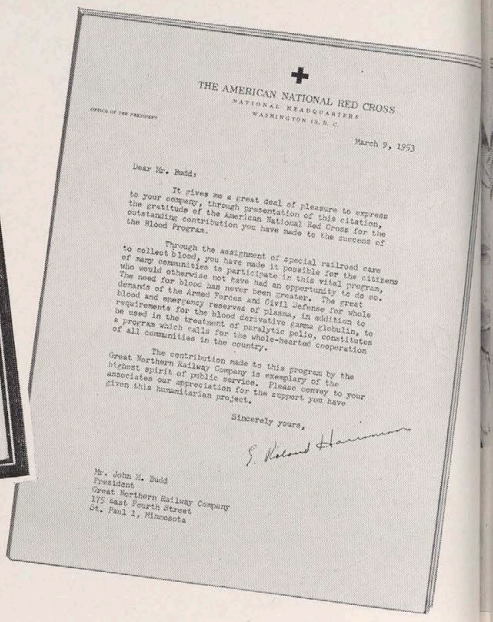
(Continued on page 6)



This Citation
is awarded to
Great Northern Railway
in recognition of
outstanding assistance to
The American National Red Cross
by providing and operating the
Richard Vincent Whalen
Blood Procurement Car
as a contribution to
national defense and public service

E. Roland Harriman

March 6, 1953



THE AMERICAN NATIONAL RED CROSS
NATIONAL HEADQUARTERS
WASHINGTON 13, D. C.

OFFICE OF THE PRESIDENT

March 9, 1953

Dear Mr. Budd:

It gives me a great deal of pleasure to express to your company, through presentation of this citation, the gratitude of the American National Red Cross for the outstanding contribution you have made to the success of the Blood Program.

Through the assignment of special railroad cars to collect blood, you have made it possible for the citizens of many communities to participate in this vital program, who would otherwise not have had an opportunity to do so. The need for blood has never been greater. The great demands of the Armed Forces and Civil defense for whole blood and emergency reserves of plasma, in addition to requirements for the blood derivative gamma globulin, to be used in the treatment of paralytic polio, constitutes a program which calls for the whole-hearted cooperation of all communities in the country.

The contribution made to this program by the Great Northern Railway Company is exemplary of the highest spirit of public service. Please convey to your associates our appreciation for the support you have given this humanitarian project.

Sincerely yours,

E. Roland Harriman

Mr. John M. Budd
President
Great Northern Railway Company
175 East Fourth Street
St. Paul 1, Minnesota

Citation and accompanying letter from E. Roland Harriman, president, American National Red Cross, to J. M. Budd, president, Great Northern Railway.

PUBLIC SERVICE AWARD

(Continued from page 5)

estimates, the blood collected was enough to save the lives of 2,400 men wounded in military service.

The Richard Vincent Whalen car, directed, supervised and staffed by the Red Cross, was converted and equipped in accordance with Red Cross specifications and is operated as a blood procurement unit by Great Northern as a public service.

Operation of the car, which is now on its sixth tour, has given thousands of citizens their first opportunity to give blood for the Armed Services.

Delivery of blood to processing laboratories in the shortest possible time, after collection, is vital to its utilization by the Armed Forces. Operation of the unit must be confined to points where connections can be made daily with Great Northern trains to speed the refrigerated whole blood to laboratories in the East.

Kalispell-Whitefish Bus Schedules

The recently revised schedule of Great Northern Railway motor bus operating daily between Kalispell and Whitefish, Montana, is as follows:

Lv Kalispell	5:50AM	6:40AM	10:30AM	11:30AM	1:50PM
Ar Whitefish	6:20AM	7:10AM	11:00AM	12:01PM	2:20PM
Lv Whitefish	2:35PM	3:05PM	3:35PM	5:20PM	6:05PM
Ar Kalispell	3:00PM	3:30PM	4:00PM	5:50PM	6:35PM



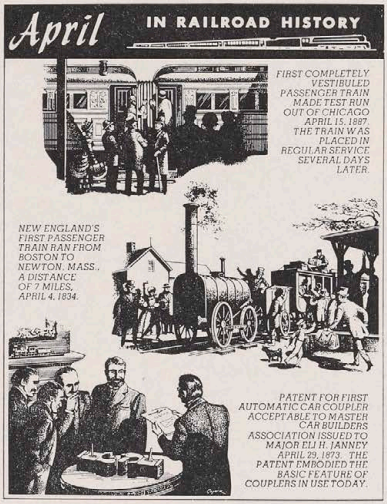
1953 Washington State Apple Blossom Festival Royalty, left to right; Princess Jean Low; Queen Carolyn Ellis; Princess JoAnn Heffner. Al Winters photo.

Washington State Apple Blossom Festival

The Washington State Apple Blossom Festival, celebrated annually the first Thursday, Friday and Saturday in May, in Wenatchee, is a salute to the $100,000,000 apple industry of the State of Washington. Washington annually produces about 38,000 carloads, or 30 per cent of the nation's commercial apple crop. Wenatchee, shipping point each year of approximately 20,000 carloads of choice Washington apples via Great Northern Railway, thus earns its title, "Apple Capital of America".

The 1953 Festival, May 7 through 9, will present a great contrast to the first modest Festival, held in 1920. Through the years, the program has developed gradually until it has come to include two parades, the school parade with children marching in costume, and the Grand parade, rated among the nation's top ten. Marching bands, floats, drill teams, mounted posse units and firework displays vary the entertainment, with the coronation and the Queen's ball high-lighting activities for the Royal Court.

The Festival Queen and her two attendants are selected from the city's top ten senior high school girls as rated on scholarship, attractiveness and general poise. Her court of 50 princesses, chosen on a similar basis, represents communities throughout Washington and from neighboring British Columbia.



SAN JUAN ISLANDS

(Continued from page 3)

United States and England established military camps on opposite ends of the island. The troops did little but glare at each other for several years. The remains of their fortifications offer an added attraction for visitors to the region.

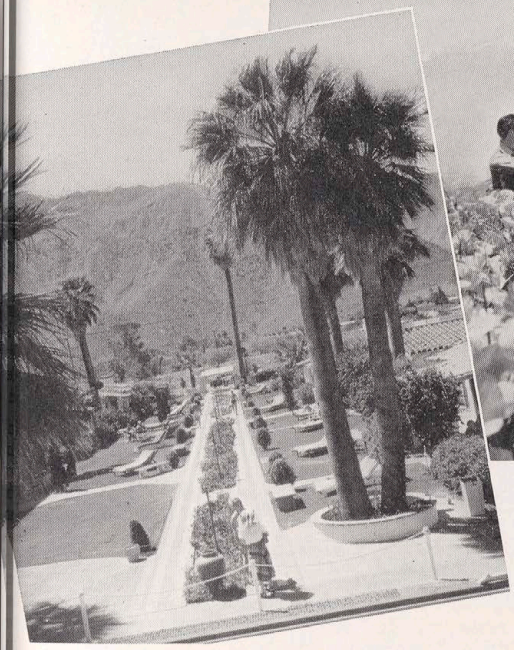
Because of the escape, years ago, of a pair of domesticated Belgian hares, the farmland of San Juan Island became overrun by rabbits, and in recent years, unexcelled rabbit hunting has attracted many sportsmen. Some of the natives catch rabbits at night with nets from jeeps and jalopies. One energetic business man has set up a modern sanitary freezing plant to pack and ship the thousands of rabbits caught by his family. Two to three hundred captured rabbits is considered a night's work for a crew of three or four people.

Roche Harbor, across the island from Friday Harbor, boasts the oldest, largest and highest grade lime quarry in the State of Washington. The supply apparently is inexhaustible and great quantities of the high quality product are shipped to the mainland.

The islands are the center of a big commercial fishing industry. Hundreds of purse seining boats congregate along the well known salmon banks during the salmon runs. Many islanders have reef net sets along the shores of Lopez and Shaw Islands. A cannery in Friday Harbor and others in Anacortes and Deer Harbor pack the bulk of the catch.

Anacortes, a thriving lumber mill and fishing town on Fidalgo Island which is connected to the mainland by bridge, is the "Gateway to the San Juans". Anacortes is home port for the large commercial fishing fleet and terminal for busy ferry boats which ply the waters of the island area. Several big auto ferries leave Anacortes every day for ports on various islands as well as daily service to Victoria and Sydney on Vancouver Island, B. C. Stops are scheduled at island ports en route. A daily mail boat also leaves Anacortes on its twelve hour route to principal islands.

The San Juan Islands have long been a favorite haunt for a fortunate few who are familiar with the superlative attractions of the scenery, climate and way of life. Somehow those who know the islands have managed to keep the attractions a comparative secret among themselves. However, in recent years more and more people from the outside have been "discovering" the vacation paradise, and an ever increasing number of visitors are thronging to the several recently developed island resorts. It is surprising that this island retreat, having so much to offer, has remained in its unspoiled state for so long.





Golden poppies cover acres of slopes near Palm Springs in Southern California. All Year Club photo.

Stately palms shade this resort, typical of many in popular Palm Springs. George Miles Ryan photo.

Springtime in Southern California

Spring came early to Southern California this year. Desert wildflowers are in bloom, the air is full of fragrance from 300 square miles of blossoming orange groves, mountain fruit orchards are gay with color and miles of silver white beaches are crowded with sun-bathers.

Normally, Spring in Southern California is one of the gayest seasons of the year. There is no thaw, with attendant slush and sharp rise in temperature. Suddenly it's Spring, a distinctive, dry, subtropical Spring, produced by a unique geographic position between the warm currents of the Pacific Ocean and 10,000-foot mountain ranges.

Along the ocean, many cities remind visitors of the Mediterranean coast—cities like Santa Barbara, Laguna Beach and San Clemente. Here are red tile roofs, gleaming white walls, picturesque shops, glistening sandy beaches, tall palms, colorful bays and the broad blue Pacific.

Spring in San Diego is a special pleasure. This beautiful city is the birthplace of the old Spanish Mission system. Here, the first California Mission was built by Padre Junipero Serra the same year the American colonists started their fight for freedom. The botanical gardens of Balboa Park are in rare bloom, and the city's lovely residential areas are bright with green lawns and gay gardens.

Another residential area benefitting this year from the early Spring is Beverly Hills, where many of Hollywood's movie, radio and televi-

(Continued on page 10)

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Over 90 years ago the people of New England felt their boys' need of direction in safe play and guidance for the future. Thus, Boys' Clubs were originated and have since grown into a great national organization.

There is little delinquency among the 350,000 mostly underprivileged boys who through Boys' Clubs of America have their clubhouses for recreation and companionship in leisure hours. Boys' Clubs lessen delinquency, build good citizens with strong healthy bodies, develop boys who are completely honest, respect property and individual rights and have a deep and abiding faith in America and the fundamental principals upon which our strength and prosperity have been built.

Civic-minded citizens who would help to establish Boys' Clubs in their own communities may contact Boys' Clubs of America, 381-4th Av., New York City, 16.

Jasper National Park

The new main building of Jasper Park Lodge in the Canadian Rockies is scheduled to be ready for operation when Jasper National Park opens for the 1953 season on June 10.

Approximately 40 per cent larger than the original lodge which was destroyed by fire last year, the new building is of steel, concrete, brick and fieldstone construction. Finished with cedar logs and cedar "shakes" on the roof, it retains the Alpine character of the original lodge.

SOUTHERN CALIFORNIA

(Continued from page 9)

sion stars reside. Hollywood is more alive than ever this year, following the completion by the major networks of elaborate new Television Cities for transcontinental TV broadcasting.

Lured by the warmer winter, these typically Southern California attractions came early this year:

The Flying Fish made their appearance off Santa Catalina Island. Scrappy Yellowtail, habitues of tropical waters, are running off San Diego and Old Mexico. Desert resorts in San Bernardino and Riverside counties are surrounded by bright carpets of gay desert wildflowers. Orchards of such deciduous trees as peach, cherry, almond and apple flash their blossoms against the white snow-capped background of the mountains near San Gorgonio Pass.

Between the coast and the mountains, visitors see miles of orange groves, so heavy in bloom that the air is filled with perfume.

North and West, in the magnificent High Sierras of Inyo-Mono counties, Spring brings promise of a record fishing season. Trout fishing opens May 3, and the well-stocked streams cascading down from the snowy peaks will offer limit catches to thousands of visitors to Southern California.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN





From Sweden, Tage A. Johansson, left, Lars E. Billvall, right. J. H. Heron, GN superintendent of motive power, center.

From Norway, right, front to rear, Knut Olsen, L. H. Skare, C. O. Birkeland. Left front, K. O. Skjenneberg and behind him, H. E. Stokke. St. Paul Pioneer Press photo.

Scandinavian Railroaders Visit GN

Great Northern Railway was host to two delegations of Scandinavian railroad men, visiting the United States for study of American railway operations, during March.

Officials of the Norwegian State Railways, Oslo, H. E. Stokke, president and general manager; L. H. Skare, vice president; C. O. Birkeland, chief engineer; K. O. Skjenneberg, assistant chief engineer, and K. Olsen, secretary to the president, spent several days in Saint Paul with Great Northern officials and department heads. They also visited the railway's shops and other installations in the Twin Cities before proceeding to Seattle on the streamlined Western Star, where they inspected Great Northern operations in the Pacific Northwest.

Lars E. Billvall of Osterund, mechanical engineer and superintendent, and Tage A. Johansson of Stockholm, assistant mechanical superintendent, Swedish State Railroads, visited Great Northern's headquarters in Saint Paul after an inspection of the Electro-Motive diesel locomotive plant at La Grange, Illinois.

Primarily interested in diesel-electric locomotive operation and maintenance under conditions similar to those in areas in which Great Northern operates, the Swedish rail officials also visited GN's extensive diesel repair shops at Havre, Montana, and installations at Seattle, traveling between Saint Paul and Seattle on the streamlined Western Star.

GN Top O' The



Lower Two Medicine Lake, Glacier National Park in Montana. Atkeson photo.



Trout fishing in Lake Josephine, Glacier National Park in Montana.



The Continental Divide at Logan Pass, Glacier National Park.



Chateau Lake Louise on Lake Louise in the Canadian Rockies.



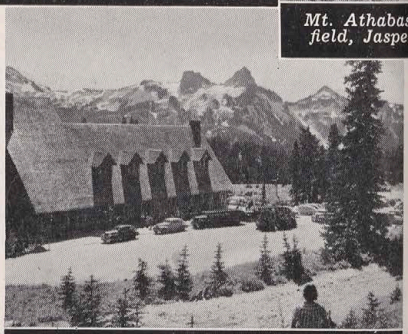
Mount Burgess and Emerald Lake Chalet in the Canadian Rockies.



Mt. Athabasca and Columbia Icefield, Jasper Park, Can.

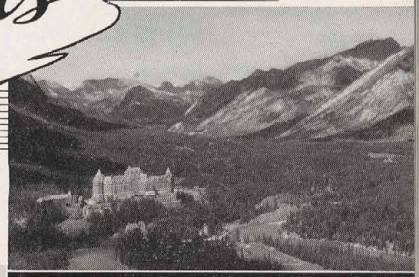


Seattle's skyline and waterfront from Elliott Bay. Scaylea photo.

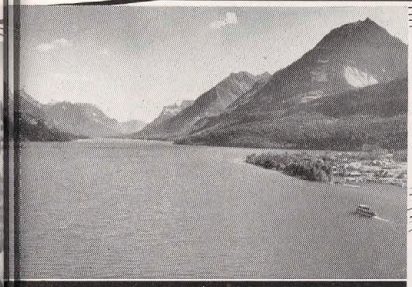


Paradise Inn in Washington's Mount Rainier National Park. Scaylea photo.

West Vacations



Banff Springs Hotel, Banff National Park, Canada.



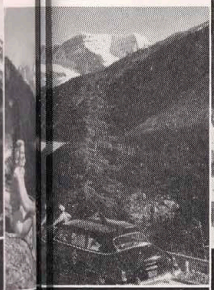
Waterton Lake from Prince of Wales Hotel, Waterton Lakes Park, Canada.



Vancouver, B. C., and North Shore Mountains. Leonard Frank photo.



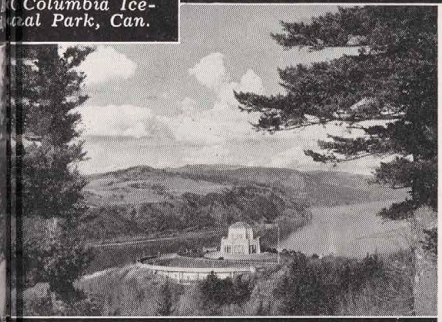
Mt. Edith Cavell from Jasper Park Lodge, Jasper National Park, Can.



Columbia Ice-[illegible]al Park, Can.



Butchart's Gardens in Victoria, Vancouver Island, B. C.



Columbia River Gorge from Vista House at Crown Point. Photo-Art photo.



Timberline Lodge, high on Mount Hood in Oregon. Photo-Art photo.

Great Northern Planned Vacation Tours for 1953

Great Northern offers a wide selection of planned vacation tours for the 1953 summer season giving vacationists a choice of visiting some of America's most scenic national parks and forests and many other vacation areas in the Pacific Northwest in various combinations.

Planned vacation tours will originate from Chicago, Saint Paul and Minneapolis, westbound, and Seattle, Tacoma, Spokane, Portland, San Francisco, Oakland and Los Angeles, eastbound, via Great Northern's two great streamliners, the Empire Builder and Western Star. Connections are made in Seattle and Portland with streamliners to and from California.

TOUR NO. 1—Topping the list of planned vacations are Great Northern's "Top O' The West Vacation Tours", which cover more than 5,000 glorious miles over a period of 13 exciting days on land and water. Tours, which will leave Chicago and Saint Paul-Minneapolis every Saturday and Sunday, June 14 through August 23, include a two-day motor bus tour in Glacier National Park in Montana, six days in the Pacific Northwest area, the Cascades, Columbia River Gorge, Portland, Oregon, Mount Hood and Timberline Lodge, land and water cruise of Seattle and Puget Sound, steamer cruise to Victoria, B. C., and Mount Rainier and Paradise Inn in Mount Rainier National Park in Washington. Cost of the "Top O' The West Vacation" tour in de luxe Day-Nite coaches, is $221.00 from Chicago, $205.82 from Saint Paul and Minneapolis, including transportation taxes.

Other planned vacation tours offered by Great Northern for the 1953 vacation season are as follows:

TOUR NO. 2—Pacific Northwest-Canadian Rockies-Glacier Park—15 days, departures from Chicago every Saturday during the summer vacation season. Includes Mount Hood, Portland, Seattle, Olympic Peninsula, Vancouver and Victoria, B. C., steamer cruise on Puget Sound, Canadian Rockies, Banff, Lake Louise, Waterton Lakes and Glacier National Park in Montana. As low as $375.00 from Chicago in Pullman sleeping cars.

TOUR NO. 3—Jasper-Canadian Rockies-Glacier Park—14 days. Features Winnipeg, Jasper National Park, Columbia Ice Field, Lake Louise, Banff, Waterton Lakes, Prince of Wales Hotel, in Canada, Many Glacier Hotel, Lake McDonald Hotel, Going-to-the-Sun Highway in Montana's Glacier National Park. In Pullman sleeping cars as low as $407.50 from Chicago.

TOUR NO. 4—Canadian Rockies-Pacific Northwest-Glacier Park—13 days, departures from Chicago each Sunday during the season. Banff, Lake Louise, Emerald Lake, Vancouver and Victoria, B. C., Puget Sound, Seattle, and Going-to-the-Sun Highway, Logan Pass and Lake McDonald Hotel in Glacier National Park. In de luxe coaches as low as $248.00.

TOUR NO. 5—Glacier Park-Alaska-Canadian Rockies—25 days, departs from Chicago July 20. Many Glacier Hotel, Logan Pass, Lake McDonald Hotel in Glacier National Park; Seattle; Juneau and Gulf of Alaska, Seward, Anchorage, Valdez and Sitka, Alaska; Vancouver, B. C., Field, B. C., Lake Louise and Banff. First class as low as $691.34.

TOUR NO. 6—Yellowstone-Glacier Parks—11 days, from Chicago every Saturday during the summer vacation season. Red Lodge, Old Faithful, Grand Canyon and Cody Road in Yellowstone. Lake McDonald, Going-to-the-Sun Highway, Many

(Continued on page 16)



From Napkins

Out of curiosity a farmer had grown a crop of flax, and had a tablecloth made out of the linen. Some time later he bragged about it to a woman guest at dinner. "I grew this tablecloth myself."

"Did you really?" she exclaimed. "How did you manage it?" It was plain that she had no idea as to how tablecloths come into being.

The farmer lowered his voice mysteriously. "If you promise to keep it a secret, I'll tell you."

The guest promised.

"Well," proceeded the farmer, "I planted a napkin."

* * *

Reason Enough!

The president of a large bank always wore his hat to cover up his bald head. One day in his office, he met the janitor, an old timer with the bank. "Say, Bill," the president said jokingly, "you've been with us thirty years. Why haven't you ever taken out an account with us?"

"Because, boss," the janitor replied, "you always look like you're going some place else. "

* * *

Yup, Yup!

Pete: Didn't you ever go to school, stupid?

Carl: Sure I did, and I came out the same way.

The Straw that Did'nt

A country gentleman attending a circus in a nearby town stood thoughtfully looking at the camels. He picked up a straw, placed it on the camel's back and waited. Nothing happened. "Wrong straw," he muttered and walked away.

* * *

True

Customer: "I want an alarm clock that will wake father without arousing the whole family."

Clerk: "I'm sorry we have only the ordinary kind that will awaken the entire family without disturbing father."

* * *

It Boomeranged!

A ten year old youngster loved to play with boomerangs. Night or day, rain or shine, no matter where he happened to be, he'd throw it and it always came back to him. When he reached 16, his mother and dad, instead of giving him a fountain pen, watch or some other more useful gift and knowing his love for boomerangs decided to give him a new one. Sometime later, a family friend asked the parents how the youngster liked his new boomerang. "Oh! he's in the hospital, a mental case," the parents told him. "A mental case?" asked the friend. "Yes," the parents replied "He went crazy trying to figure out how to throw the old one away."

Glacier Park Excursion Fares

Round-trip excursion fares to Glacier Park, Belton and Kalispell, Montana, also for Glacier-Yellowstone combined tours for 1953 will be the same as those in effect during the 1952 season.

Tickets will be on sale daily June 1 through September 3, 1953, with a final return limit of six months in addition to date of sale, permitting stopovers at any point en route on either the going or return trip.

GN VACATION TOURS

(Continued from page 14)

Glacier Hotel and Two Medicine Lake in Glacier Park, and Prince of Wales Hotel in Canada's Waterton Lakes National Park. In Pullman sleeping cars as low as $314.00 from Chicago.

TOUR NO. 7—Canadian Rockies-Glacier Park—13 days, departures from Chicago each Monday during the season. Itinerary includes Emerald Lake, Lake Louise, Banff, Waterton Lakes, Prince of Wales Hotel, Many Glacier Hotel, Going-to-the-Sun Highway, Logan Pass, Lake McDonald Hotel. In Pullman sleeping cars as low as $406.00.

TOUR NO. 8—Thrift Vacations East. From Seattle, Tacoma and Portland, Saturdays, June 20, July 11-25, August 15. A glorious two-week land and water vacation—6,000 miles of exciting, educational, scenic travel. Glacier National Park, two days, Many Glacier Region and Going-to-the-Sun Highway. Chicago, three days. Conrad Hilton Hotel, sightseeing, Lake Shore parks, Museum of Science and Industry, Museum of Natural History. Dine, dance, ice show in Boulevard Room. Great Lakes Cruise, S. S. North America; three days visiting Mackinac Island, Georgian Bay or Sault Ste. Marie. Detroit; Statler Hotel. Sightseeing includes Greenfield Village, Ford Motor plant, General Motors, Fisher Building exhibits, Fort Dearborn Inn. In de luxe coaches on streamliners, $296.20.

TOUR NO. 9—Carefree Vacations. From Los Angeles, San Francisco or Oakland—9, 11, 13 or 15 days, leave any day during the season. Nine day tour includes Portland; Lake McDonald Hotel, Logan Pass, Going-to-the-Sun Highway, Many Glacier Hotel, Glacier Park Hotel, in Glacier National Park; Prince of Wales Hotel in Canada's Waterton Lakes National Park, and Seattle.

The 11 day tour includes in addition, Cody Inn, Grand Canyon, Artists Point and Old Faithful Inn in Yellowstone National Park, returning via Ogden, Utah.

The 13-day tour similarly includes Portland and Glacier Park plus several days in the Canadian Rockies—Macleod, Calgary, Banff, Lake Louise, Chateau Lake Louise, Yoho Valley, Emerald Lake, Vancouver, B. C., and Seattle.

The 15-day tour itinerary includes all above features plus two additional days in the Canadian Rockies; Jasper National Park, the Columbia Ice Field, with trips to Punch Bowl Falls, Miette Hot Springs and Mount Edith Cavell.

Cost in de luxe coaches as low as:

	From San Francisco-Oakland	From Los Angeles
9 days	$143.37	$160.97
11 days	192.08	205.36
13 days	229.14	246.73
15 days	294.74	312.33

Same tours available in Pullman sleeping cars at additional cost.

Complete information regarding these and many other independent tours can be secured from the nearest Great Northern Railway office, or by writing to P. G. Holmes, Passenger Traffic Manager, Great Northern Railway Company, Saint Paul 1, Minnesota.



Wallace H. Campbell, vice president, Seattle Chamber of Commerce, greets Betty Hutton, upon arrival in Seattle.



Betty Hutton greets Corporal John E. Bedwell, 200,000th Korean vet upon his return to U.S.A. Seattle Post-Intelligencer photos.

Seattle Welcomes 200,000th Korean Vet

Corporal John E. Bedwell of Chicago, Purple Heart Korean Veteran, received a royal welcome upon his recent return to the United States at the Seattle Port of Embarkation.

First of 2,801 Army passengers to debark from the Navy transport Marine Adder, Corporal Bedwell, the 200,000th Korean Veteran to return to the United States by way of the Seattle Port of Embarkation, was greeted with kisses from blonde film star Betty Hutton and Seattle's Seafair Queen Iris Adams.

Miss Hutton, on a personal appearance tour, had just arrived in Seattle, from Vancouver, British Columbia, on Great Northern Railway's streamlined International.

The reception, planned by Greater Seattle's Korea War Veterans Welcome Committee, headed by Jack Gordon, included greetings at the pier by Gordon, Mayor Allan Pomeroy, City Councilman Alfred R. Rochester, and Colonel Edward H. Connor, commanding officer of the Seattle Port of Embarkation.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Aboard the Empire Builder



Left to right: Vancouver City Manager James Neal, Miss Lowrey, Ridgefield Mayor Wally Hall. Porter J. L. Turner on steps. Vanity Fair-Columbian photo.

Cleona Lowrey of Ridgefield, Washington, newly-crowned Cherry Pie Baking Champion of the State of Washington, was a recent passenger on Great Northern's streamlined Empire Builder between Vancouver, Washington, and Chicago.

The winsome 17-year old state champion traveled to Chicago to represent Washington in the 21st annual National Cherry Pie Baking Contest, held there under sponsorship of the National Red Cherry Institute.

The Washington competition is conducted by the Washington State Fruit Commission. Hundreds of girls between the ages of 15 and 20 from all over the state participate.

Seattle-California Freight Service

A speed-up in freight service between Seattle and Southern California, with delivery-time savings of up to 24 hours, is now in effect. New schedules were worked out jointly by the Great Northern, Western Pacific and Santa Fe, whose lines comprise the unified "Bieber" route between the Pacific Northwest and California.

Reductions up to 13 hours in running time of freight trains between Seattle and Los Angeles have been achieved. Expedited switching and reduction of terminal delay has brought further savings in time, amounting in some instances to a full day on shipments between Los Angeles, the San Francisco Bay area and Seattle, with corresponding benefits to intermediate points.

Two regularly-scheduled daily freight trains now leave both the Seattle and Los Angeles terminals of the joint, 1329-mile route, running through Tacoma and Vancouver, Washington, Bend and Klamath Falls, Oregon, Stockton, Fresno and Bakersfield, California. Great Northern's line through central Oregon joins the Western Pacific at Bieber, California. The Santa Fe handles the trains between Stockton and Los Angeles.

Minimum running time under the new schedules is 83 hours and 45 minutes, which, for example, provides a fourth morning arrival in Seattle for shipments out of Los Angeles.

Seattle-Victoria SS Service

Present schedule of Canadian Pacific Steamship Company service between Seattle, Washington, Victoria and Vancouver, British Columbia, will remain in effect through April 25, 1953. Effective April 26 through September 26, 1953, the summer schedule will be as follows:

———	8:00 AM	Lv	Seattle	Ar	8:30 PM	———
———	11:50 AM	Ar	Victoria	Lv	4:30 PM	———
10:50 PM	1:10 PM	Lv	Victoria	Ar	2:45 PM	6:00 AM
6:00 AM	5:25 PM	Ar	Vancouver	Lv	10:30 AM	10:59 PM



Members of the Havre, Montana, High School Band at King Street Station in Seattle, Washington. Forde photo.

Montana High School Band Travels GN

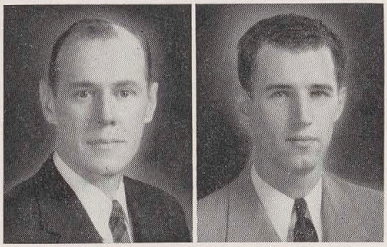
Seventy-four young musicians who make up the high school band at Havre, Montana, with Clifford I. Carlson, band director in charge, assisted by William McCleod, recently traveled via Great Northern Railway's streamliners Western Star and Internationals between Havre, and Bellingham, Washington, where they participated in the annual Northwest Music Conference. Other adults accompanying the group brought the total party to 90 persons.

The Havre band also played a special concert for students at Mount Baker high school at Deming, Washington, visited the Navy Yard at Bremerton and many points of interest in the Puget Sound area.

Effective April 26, 1953, when Daylight Saving Time goes into effect, scheduled arrival time at Chicago for the eastbound Western Star will be 7:30 AM Central Standard Time.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Appointments



Rogers *Stamos*

H. R. Rogers has been appointed traveling freight agent for Great Northern Railway at Denver, Colorado, a newly-created position. He was with the Baltimore and Ohio Railroad in Saint Louis, Missouri, from 1937 to 1948 when he joined GN's freight traffic office in that city as chief clerk.

James N. Stamos, former rate clerk in Great Northern's freight traffic office at San Francisco, has been appointed the railway's city freight agent at Oakland, California, succeeding O. W. Freeman, who has been transferred to the San Francisco Freight Traffic office.

Spokane-Colfax-Moscow Passenger Service

Rail tickets reading via Great Northern Railway between Spokane, Washington, and Colfax, Wash.; Garfield, Wash.; Moscow, Idaho; Oakesdale, Wash.; Palouse, Wash.; Rosalia, Wash.; Steptoe, Wash.; Thornton, Wash., are now honored by the Overland Greyhound Bus Company.

This arrangement only applies in connection with rail tickets reading to or from points east and west of Spokane.

Overland Greyhound Bus Company will carry free 150 pounds of baggage on each adult ticket and 75 pounds on each half fare ticket.

Third National Jamboree

A once-in-a-lifetime experience will be enjoyed by 50,000 Boy Scouts, Explorers and Scout Leaders who trek "On to the Pacific" for America's Third National Boy Scout Jamboree, July 17 thru July 23.

A huge tent city will rise on the 3,000-acre site loaned to the Boy Scouts by the owners of Irvine Ranch in Orange County, California, in the Newport Harbor Area, on the shores of the Pacific.

Boys from all walks of life, of all races and creeds will live together, exchanging skills, swapping hometown products and learning about the customs and traditions of many sections of our nation.

The National Jamboree will also have an international flavor. Living with American boys throughout the camp will be Scouts from other lands, invited to represent their nations' Scouting organizations. There are now 50 other nations around the world with Scouting programs.

GN Bond Award

As Great Northern's Winnipeg Limited traveled through Melrose, Minnesota, one evening during March, school teacher E. J. Bergeron noticed the red glow of a hot box on a coach truck.

He immediately alerted a Melrose telephone operator, Miss Janet Fink, who called the railway depot at Sauk Centre, the train's next stop. There it was found that a roller bearing had broken down.

Two Great Northern officials came to Melrose to express the railway's appreciation to Bergeron and Miss Fink for averting what might have been a serious mishap. General Manager C. O. Hooker, and Dakota Division Superintendent R. H. Hemmesch of Grand Forks, presented a $50.00 U. S. savings bond to each.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



GN "reefer" with "March of Dimes" Washington State apples contributed for polio relief by Okanogan County growers. Jack Jett photo.

One of several "Potatoes for Polio" cars en route east via GN with potatoes donated by Red River Valley growers and dealers. Lee-Evanson photo.

March of Dimes

Receipts from the auction of several refrigerator cars of apples contributed by apple growers in the Wenatchee-Okanogan district of the State of Washington, and potatoes donated by the Red River Valley Potato Growers Association of East Grand Forks, Minnesota, added several thousand dollars to the recent nation-wide March-of-Dimes polio fund drive.

The apples and potatoes were shipped to Midwestern and Eastern markets via Great Northern Railway and sold at auction, the proceeds being credited to the originating counties for their local March-of-Dimes campaigns.

Sale of five carloads of Red River Valley potatoes brought over $16,000, while two carloads of Washington State apples sold for well over $5,000. Tags attached to each 10-pound mesh bag of potatoes informed purchasers that the contents had been contributed by individual growers and dealers in the Red River Valley of Minnesota and North Dakota.

Publicity given the programs in cities where the auctions were held served to impress upon the inhabitants of those cities that the national March-of-Dimes campaign was on, and indirectly influenced many contributors to assist in their local polio fund programs.



April annually holds a special significance for everyone concerned with the movement of freight by rail—shippers, receivers, railroads and their employes.

April of 1953 marks the 17th Annual Perfect Shipping Month during which special attention is called to the year-round intensive campaign to substantially reduce damage in transit and achieve perfect shipping.

Shippers organized through the 13 Regional Shippers' Advisory Boards and their National Association will bring home to railroad customers the importance of safe and adequate packaging, correct and complete addressing, careful handling, proper loading and bracing of shipments.

The railroads likewise are doing their utmost to make shipping safer. In spite of material and dollar shortages they are placing into service more shock resistant freight cars, installing new yard and switching facilities, improving tracks and other parts of their plant, and conducting a never ending campaign to emphasize to employes the importance of careful handling and safe switching of cars.

Cancer Campaign

The American Cancer Society is again conducting its campaign for funds which brings up the question, "Why should we continue to give to this cause year after year and still be threatened by cancer?" The answer is "Hope".

The tremendous reduction in the death rate and suffering caused by pneumonia, influenza, scarlet fever and other once dread diseases is due to the development of sulfa drugs and antibiotics. These wonder drugs were the results of many patient years of research.

So it can be with cancer. Already, half of those who develop cancer can be saved by early diagnosis and prompt treatment. If the public will continue to provide funds to keep the scientists at work long enough, they will find the complete answer.

Glacier National Park

An interior improvement project is under way in Glacier Park Hotel, at the eastern entrance to Glacier National Park in Montana. Plans provide for installation of additional bathrooms, redecoration of the lobby and dining room, and addition of a cocktail and lounge area on the first floor. The lobby will be completely refurnished and portions of the floor tiled. It is expected that the work will be completed by June 15, when park hotels open for the 1953 summer season.

Minor improvements also are planned to the interior of Many Glacier Hotel, largest in the park.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1953, are: John D. Crowley, engineer, Seattle, Wash.; George A. Gebhardt, assistant chief clerk, Minneapolis, Minn.; Charles F. Jones, conductor, Superior, Wis.; J. W. McReynolds, steam shovel engineer, Spokane, Wash.; John Mullally, engineer, Washington, D. C.; Edwin D. Prentice, conductor, Los Angeles, Calif.; George L. Robinson, conductor, Great Falls, Mont.; William T. Stieler, locomotive engineer, Havre, Mont.; John J. Sullivan, yardmaster, Grand Forks, N. D.; Harry S. Shippee, engineer, Seattle, Wash.

Members reported pensioned during March, 1953, are: Ethyl A. Bronson, conductor, Whitefish, Mont.; Fred Q. Bohne, engineer, Minneapolis, Minn.; Carl O. Carlson, extra gang foreman, Superior, Wis.; Avery J. Davis, conductor, Breckenridge, Minn.; Anton Frericks, section foreman, Melrose, Minn.; George E. Kemp, engineer, Bemidji, Minn.; Fred King, engineer, Williston, N. D.; Fred A. Lindholm, section laborer, Alexandria, Minn.; Peter E. Moran, switch foreman, Sioux City, Iowa; Anthony A. Micka, conductor, Crookston, Minn.; Herman A. Oelman, agent, Portland, N. D.; Chris Severtson, engineer, New Rockford, N. D.; Joseph B. Welsh, machinist, St. Cloud, Minn.

Effective April 1, name of GN station Galena, Washington, was changed to "Fairchild", and East Galena to "Geiger Field".

* * *

Effective May 10 northbound and May 11 southbound, car 73-83 on GN trains 7 and 8, the Winnipeg Limited, between Saint Paul-Minneapolis and Winnipeg, consisting of 6 sections and 6 double bedrooms, will replace the present 16 duplex roomette, 4 double bedroom car. Car 72-82 consisting of 16 duplex roomettes and 4 double bedrooms will be continued on the Winnipeg Limited.

* * *

Tioga, North Dakota, is now a flag stop for Great Northern trains 3 and 4, the streamlined Western Star.

* * *

The biennial seminar and conference sponsored by the American Society of Traffic and Transportation will be held September 10 and 11, 1953, at Pittsburgh, Pennsylvania, according to Robert J. Bayer, editor of "Traffic World", who is president of the Society.

* * *

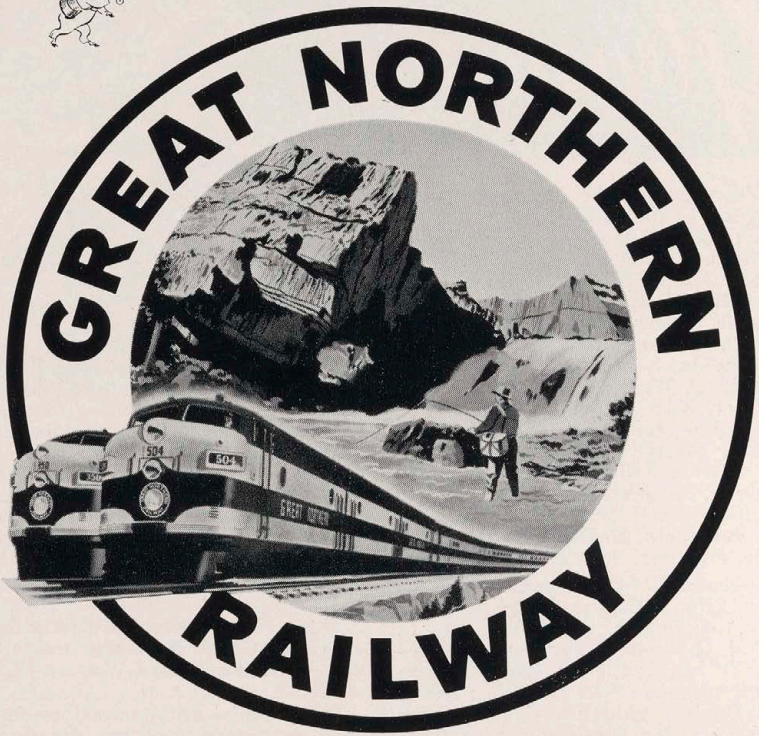
March 6, 1956 will mark the 100th anniversary of the founding of Minneapolis, Minnesota, and 1956 has been designated the city's centennial year.

For a great vacation

Pacific Northwest

by way of Glacier National Park





Vacation all the way...go EMPIRE BUILDER *or* WESTERN STAR

The great Pacific Northwest! . . . the Cascades and the mighty Columbia . . . Puget Sound . . . Mt. Rainier. And on the way, Glacier National Park in the Montana Rockies . . . laced with trout streams . . . dotted with lakes and snow-clad peaks . . . fine mountain hotels. All on one great trip.

Connections in Seattle or Portland with streamliners to and from California



Glacier Park served only by Western Star June 15 through September 10

Form 6009 4-53

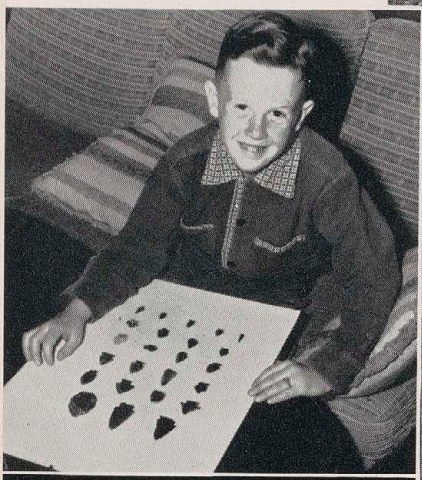
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The Great Northern
GOAT
MAY 1953
GREAT NORTHERN RAILWAY

Amateur Archeologist



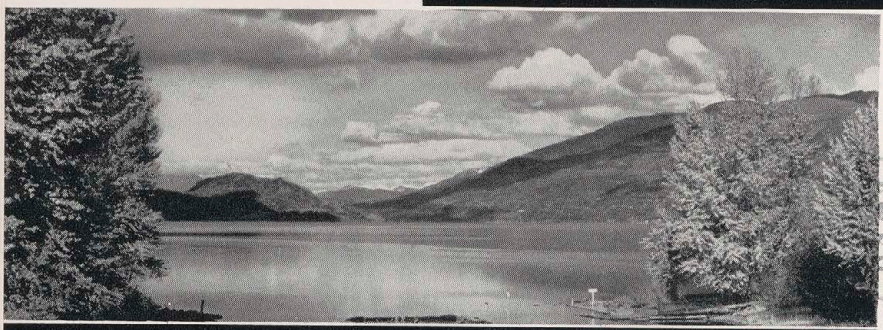
John Sundelius, young archeologist, finds most of his Indian artifacts right in his own back yard.



Young John has found perfect, unfinished and broken arrowheads.



John's favorite relic hunting ground for Indian artifacts is along the shores of Whitefish Lake.



Hundreds of arrowheads have been found at the outlet of seven-mile-long Whitefish Lake.

Photos by Lacy's Studio.

Whitefish Lake in Montana

There is convincing evidence that Whitefish, in northwestern Montana, was a tourist attraction long before Great Northern built its line through there in 1903—long before civilized man ever set foot in the area, in fact. The first tourists were Indians. Hundreds of the arrowheads they left behind have been picked up at the outlet of scenic, seven-mile-long Whitefish Lake.

Probably the youngest amateur archeologist to work the site is John Sundelius, a red-haired young fellow in the first grade. He seeks earnestly for Indian artifacts right in his own yard. Just now, John is chiefly interested in quantity. When he gets a little older, he will want to know how the stone points were made, what they were used for, and why so many of them happen to be in that particular spot.

John, his younger sister Janet and their parents, Dr. and Mrs. C. G. Sundelius, live in a handsome big house right where the long, deep mountain lake flows into Whitefish River. Before the house was built, in 1937, Dr. Sundelius cleared brush and big trees off the property. Then workmen, using a slip scraper to excavate for the basement, disturbed a very early tourist. They disturbed him so much, in fact, that he lost his head and it hasn't been found yet.

He was a skeleton, almost complete, including his jawbone, but his skull was dumped somewhere with dirt from the excavation before the men realized they had found a primitive grave.

No scraps of clothing or tools were found with the involuntary settler—nothing but the tiny jawbones of an animal that Dr. Sundelius identifies as a muskrat. Was the muskrat buried purposely in the grave? Was it, perhaps, the medicine charm or "good luck" of the man with whose bones it was found? Nobody is likely to find out.

Dr. Sundelius is sure the skeleton is that of a man, and a very big man, judging from the length of his leg bones. The teeth in the lower jaw are worn perfectly flat to what would have been the gum line. Was this a very old man who had chewed coarse food all his life?

Young John has found arrowheads in so many stages—perfect, unfinished and broken—that the question came up: Was this site, at the lake outlet, a primitive factory where arrowheads were made in quantity?

Probably not, says Carling Malouf, anthropologist at Montana State University. Archeological remains are often found at the junction of a stream and a lake, he states.

According to Mr. Malouf, this was an important camping ground. When game was shot, the animals were brought back to camp by the men. Then the women proceeded to prepare the meat and skins. If an animal had three or four arrows in it, the heads would be inside. The Indians did not bother to take off the point and rehaft it to another shaft. This took more time than it did to make another arrowpoint.

Mr. Malouf has not visited John's arrowhead mine or the skeleton (which rests in pieces in a suit box in the basement), but he gave some Indian facts by letter, on the basis of which anybody can make his own guesses. Mr. Malouf says Indian burials in western Montana in early times were a secondary type—that is, bodies were moved and reburied. Later burials were primary; they went in to stay. And they had more artifacts with them.

No artifacts were found with Big Joe, or whoever he was, but this does not prove that none were buried

(Continued on page 6)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern

VOL. 23 May, 1953 No. 5

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

IVAN A. COPPE, Editor

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



Queen Carolyn Ellis of the 34th annual Washington State Apple Blossom Festival in Wenatchee, May 7 through 9.

Photo by Parson's Studio

GN Progress

Great Northern Railway is inaugurating a long range installation program calling for extensive use of radio in its freight train operations.

Included is utilization of VHF radio in operation of freight trains and in major switching areas, and augmenting communications when storms or other unusual conditions interfere with wire systems.

The first phase involves transportation of iron ore on the Mesabi Range of northern Minnesota, and between there and the railway's ore docks at Superior, Wisconsin.

Equipment now being placed in diesel-electric locomotives and cabooses used on ore trains will permit constant radio contact between engineers and conductors, and between them and trackside stations.

Installations are being made in stations at Brookston, Swan River, Kelly Lake, Buhl and Canisteo Yard near Coleraine, all in Minnesota, and Saunders Tower near Superior, Wisconsin.

Eight new diesel-electrics recently delivered for switching and transfer service in the mining areas will have radio. The dispatcher at Kelly Lake will be in touch continuously with locomotive crews handling ore cars to and from mines and assembling trains for movement to the docks.

Start will be made in the near future on equipping locomotives and cabooses of freight trains operating between Minneapolis and Havre, Montana, and setting up approximately 45 trackside receiving and transmitting stations along this 913 miles, with extension later from Havre to Seattle, Washington.

Studies of yards at Seattle, Havre and Hillyard, Washington, are under way and will be extended to other major yard points preliminary to

(Continued on page 6)



Realm of Rosaria Queen Jeanne Wallace.



Senior Queen Jeanne Wallace and Junior Queen Alice Whitten. Portland Oregonian photos.

Portland Rose Festival

Ski jumping in June will highlight the 45th annual Rose Festival to be held at Portland, Oregon, June 10 through 14, 1953.

Soaring an average of 130 feet, an all star roster of the world's greatest ski jumpers will provide thrills in the International Champion Ski Jumping Competition, June 11 and 12, at Multnomah Stadium.

The 15-story-high jumping hill will be the world's largest structure used for night ski jumping on snow. Construction materials include 11 miles of steel tubing, 28,000 board feet of planking, 200 tons of granulated ice and three acres of chicken wire netting.

Traditional events include Queen of Rosaria coronation ceremonies, selection of a Junior Queen, Grand Floral Parade, Junior Parade, and the 65th Annual Rose Show. The Golden Rose Ski Tournament, final ski meet of the season to be held June 14 on Mount Hood, will attract outstanding racers from all parts of the country.

The Portland Rose Festival, oldest and best known Pacific Northwest civic celebration, has been held annually since 1907, with the exception of two years. It is a glittering combination of pageantry, gaiety and beauty combined into one magnificent spectacle.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Train Schedule Changes

Great Northern's streamliners, the Empire Builder and Western Star, will arrive in Seattle, Washington, one-half hour earlier than at present beginning Sunday, May 31, 1953.

Arrival time of Train No. 1, the westbound Empire Builder, in Seattle will be at 7:30 AM, and Train No. 3, the westbound Western Star at 7:00 AM.

There will be no change in the present departures of Nos. 1 and 3 westbound from Spokane.

The half-hour earlier arrival of the streamliners in Seattle will provide sufficient time for passengers to make connections with 8:00 AM sailing of Canadian Pacific steamers from Seattle to Victoria and Vancouver, B. C.

GN PROGRESS

(Continued from page 4)

installing equipment on switching locomotives and at fixed points in the yards.

Switching locomotives in the railway's big iron ore classification yard and the nearby Lake Superior docks will be brought under radio direction in 1954. One result will be to overcome adverse conditions created by recurring fog which restricts visibility of hand signals and lights to short distances.

Also under consideration is extensive use of radio on the 74 miles of electrified line in Washington state. Quick communication will be available at all times between train dispatchers, trains, stations and highway vehicles used by maintenance crews and supervisors. This heavily mountainous territory has many wet snowfalls which at times disrupt communication and power transmission lines.

WHITEFISH LAKE

(Continued from page 3)

with him. He may have had a very fancy funeral. But the workmen who found his bones weren't looking for graves and did not search for small articles that, to an archeologist, would tell an important story.

Whether this was the Indian's first burial place or his second, nobody knows. But he was six feet under ground, and there was a big tree growing over him. So he had probably been there for a long time, because Indians didn't plant trees on graves, and this one had to grow from a chance seed.

Indians who visited the Whitefish Lake area undoubtedly did a great deal of successful hunting, and their busy womenfolks left the waste and arrowheads on the beach after butchering. Present residents go only a few miles farther to bring in deer, and venison is an important item on family menus. One Whitefish man got a deer just west of town last fall in his first half hour of hunting and mourned that his quick success spoiled the whole trip—having no further excuse for staying out, he went back to his job that afternoon.

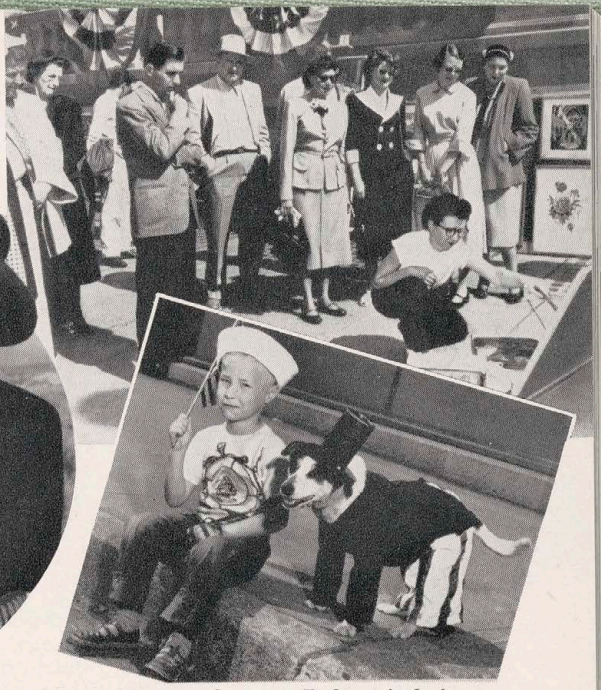
Young John Sundelius' collection includes stone points of many sizes, some so tiny and fragile that one wonders how they could have been made with the crude tools available, and at least one so woefully crooked that it couldn't possibly have carried an arrow straight. John's father suggests that this may have been made by a novice who hadn't got the hang of the skill yet.

Two of the points are of obsidian, natural black glass found plentifully in areas south of Whitefish in Wyoming. These are so thin that the edges are transparent. Some of the stone points are leaf-shaped and about three inches long, probably knives mislaid and long regretted by

(Continued on page 8)

Photos courtesy Spokane Chamber of Commerce.





Hopalong Cassidy and "Topper".

Upper right: Paintings and ceramics displayed at the out-of-doors Fine Arts Fair.

Early arrivals for the parade.

Spokane Lilac Festival

Spokane, Washington, long recognized lilac center of the West, will stage its annual Lilac Festival, May 10 through 16. During that week the city, along with the entire Inland Empire, pays homage to youth, beauty and fun.

Theme of this year's Festival is "A Century in Review", in recognition of the Washington Territorial Centennial Celebration. The week-long procession of activities will focus attention on Washington's history and pioneer heritage.

Festival week opens May 9, with the formal Coronation Ball at which a Queen will be crowned to officially reign over the fete.

The Spring Lilac and Garden Show scheduled for May 15 and 16 will transform the Civic Building auditorium into a fairyland of color and perfume. Not only lilacs, but all other spring flowers will compete for the attention of thousands. In keeping with the Centennial spirit, theme of the Flower Show will be "The Turn of the Century". Garden plots depicting grandmother's garden of 100 years ago will contrast with modern patio gardens.

Hundreds of paintings and ceramics will be displayed at the annual out-of-doors Fine Arts Fair, May 14 through 16.

(Continued on page 22)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Elections



Henning



Salmon

Joseph L. Henning, general agent, Denver & Rio Grande Western Railroad, has been elected president of the Traffic Club of Washington, D. C. Other officers elected for 1953-54 were, Walter W. Coe, U. S. Marine Corps, first vice president; J. C. Batham, AT&SF, second vice president; E .R. Shellenberger, NP, secretary-treasurer. Resident directors are William P. Brannan, Department of the Army; George M. Kelly, motor carrier representative; James G. Cianfanga, Department of the Navy. Non-resident director is Furman T. Foy, CPR.

At the recent annual banquet and election of officers of the Eastern Region — American Association of Passenger Rate Men, held in New York City, Charles B. Salmon, B&O, was elected president; J. Lohrfink, NYC, assistant president; Henry J. Clody, Trunk Line-Central Passenger Committee—Eastern Railroads, secretary-treasurer; Ben Y. Vaughn, Erie, national vice president.

George D. Cron, traffic manager of Chevrolet Motor Company, Oakland, California, has been re-elected general chairman of the Pacific Coast Transportation Advisory Board, and George E. Vawter, traffic manager of Sun-Maid Raisin Growers of California, Fresno, California, was re-elected general secretary.

WHITEFISH LAKE

(Continued from page 6)

the nomadic housewives of the tribe. One broken point, relatively long but only a fraction of an inch across, may have been an awl for punching leather.

A half-forgotten legend in Whitefish concerns a bloody battle between two Indian tribes on the lake ice in some winter 70 or 80 years ago. Descendants of the earliest white settlers remember hearing the story that the Flatheads, whose reservation is now 100 miles to the south, defended the valley from invaders who came down from Canada.

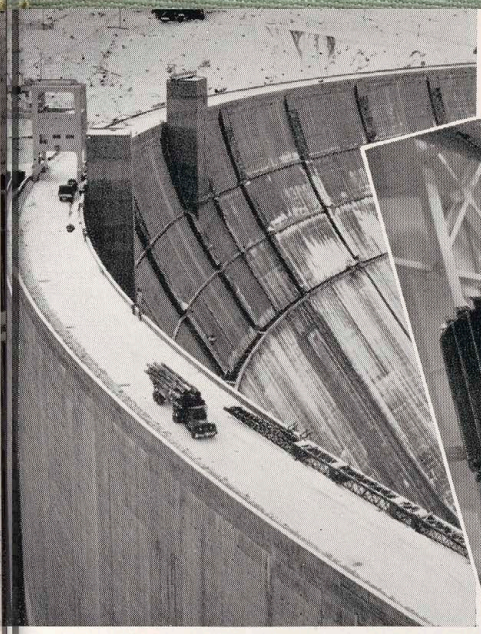
That was a hard winter, and the Kootenais in Canada were hungry. They came southward, the story goes, hoping to find game. But the Flatheads went north to meet them and vanquished them in a bloody fight on the ice of Whitefish Lake.

Whoever the Indians were who camped at the lake outlet and left their arrowheads, and however fine they found the hunting, they got gypped in one respect; they never took mackinaw trout from Whitefish Lake, as fishermen do now. There were no mackinaw in it.

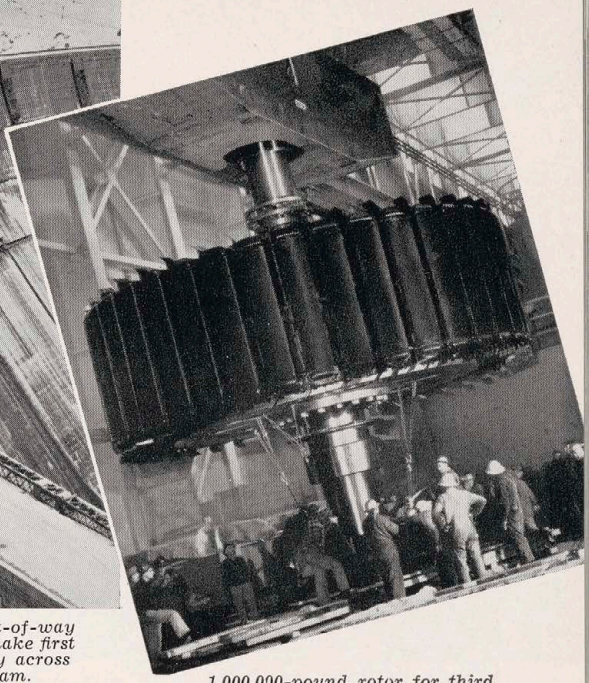
These big fish—the record catch in the lake was just an ounce short of 37 pounds—got there by a happy accident about 45 years ago. A load of infant mackinaws, destined for somewhere else, seemed about to expire. The men in charge, assuming that the jig was up with the rapidly dying baby fish, dumped them in the lake.

Years went by, and then came the payoff—trollers began to pull in a new and oversized kind of fish. By coincidence, Dr. Sundelius was the first sportsman who recognized them for what they were. That was in 1937. In one month that summer, he pulled out nine averaging 19½ pounds in weight.

(Continued on page 10)



Trucks hauling logs from right-of-way for a new Forest Service road make first commercial use of the highway across the top of Hungry Horse Dam.



1,000,000-pound rotor for third generator is lowered into place.

Hungry Horse Dam in Montana

Installation of generating equipment at giant Hungry Horse Dam in northwestern Montana is proceeding well ahead of schedule, with two of four 71,250-kilowatt generators now in operation. The third unit is expected to be ready for commercial operation well in advance of its scheduled energization date of August 1, 1953. Installation of unit number four also is progressing rapidly, and is expected to be ready for operation before the scheduled energization date of next November 1. First generator went on the line on October 1, 1952, and the second was energized December 1.

Trucks hauling logs cleared from the right-of-way for a new Forest Service road being constructed up the west side of Hungry Horse Reservoir recently made the first commercial use of the highway across the top of the virtually completed structure.

The new road, under construction by the Bureau of Reclamation for the Forest Service, will provide access to an estimated one-and-one-half million board feet of mature merchantable timber, and will open up an area capable of producing 20 million board feet of timber annually on a sustained yield basis.

Testimonial Dinner



J. C. Cumming (second from right) and group of guests.

The Portland, Oregon, Passenger Association recently honored J. C. Cumming, general passenger agent in Portland for the Union Pacific Railroad, with a testimonial dinner upon his retirement after 54 years of service with the one railroad, all in Portland. Association president Bert E. Waugh, CPA, GN, presided.

The guest list included, in addition to members of the association, many civic and business leaders and Pacific Northwest railroad men.

Speakers who paid tribute to Cumming as a respected competitor included A. W. Gusey, GAPD, GN, Portland; N. D. Keller, GPA, GN, Seattle; and R. N. Crozier, retired GPA, SP&S. Other speakers were A. F. Stoneberg, president, Portland Transportation Club and C. H. McCrimmon, first president of the Portland Passenger Association.

King Salmon Derby

The annual King Salmon Derby at Ketchikan, Alaska, has become the largest event of its kind in number and size of fish caught and entered, and in widespread participation by fishing enthusiasts.

The Derby actually is made up of two separate events—a Seasonal Derby which began March 1 and which will continue through August 31, and the King Salmon Derby Sweepstakes, June 6 and 7.

Prizes are awarded for the largest entry each week in the Seasonal Derby with grand prizes going to the top entries caught during the entire season. In 1952, the largest Seasonal entry was a 70-pound King Salmon. There were 45 salmon entered that weighed over 50 pounds.

Last year a 65-pound salmon took first place in the special two-day Derby Sweepstakes.

WHITEFISH LAKE

(Continued from page 8)

"Mack" fishing started early this year because the lake didn't freeze. One local man, out for "macks" for the first time in his life, brought in a 26-pounder the first time he dropped a hook, February 4. He was one of a party of three, trolling in comfort in an open boat with a small woodstove for warmth. They pulled in 11 of the big fellows and kept two apiece. The novice, who had always claimed that stream fishing was the only sport worth bothering with, decided that lake fishing has its points, too.

Correction

Schedule of the Great Northern Railway motor bus operating daily between Kalispell and Whitefish, Montana, was incorrect as shown in the April 1953 Goat. The correct schedule follows:

Lv Kalispell	5:50 AM	10:30 AM	1:50 PM	3:05 PM	5:20 PM
Ar Whitefish	6:20 AM	11:00 AM	2:20 PM	3:30 PM	5:50 PM
Lv Whitefish	6:40 AM	11:30 AM	2:35 PM	3:35 PM	6:05 PM
Ar Kalispell	7:10 AM	12:01 PM	3:00 PM	4:00 PM	6:35 PM

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Pelican Rapids, Minnesota, high school party, boards GN's streamlined Red River at Fergus Falls. Fergus Falls Journal photo.

Aboard the Streamlined Red River

Following a precedent set by senior students in 1952, the 1953 Senior Class of the Pelican Rapids, Minnesota, High School continued their studies during the recent Easter vacation period with a four-day educational trip to the Twin Cities and Chicago.

Travel between Fergus Falls, Minnesota, and Minneapolis was aboard Great Northern's streamlined Red River; between the Twin Cities and Chicago via the Burlington Route, and on the return journey from Saint Paul to Fergus Falls, on GN's Winnipeg Limited.

The group of 63 persons, including Mr. Chauncey Martin, principal, Miss E. Stadum, class advisor, adult chaperons and guests, attended a performance of the Shipstad-Johnson Ice Follies in Minneapolis before proceeding to Chicago.

The two-day itinerary in Chicago included sightseeing tours, visits to television and radio studios, theatres and lectures at historic points.

National recognition is accorded the Junior Achievement movement during Junior Achievement Week, May 10 through 16, 1953. Theme of the observance is "Building-Through Business-For a Better America".

LOW COST ALL-EX SE M

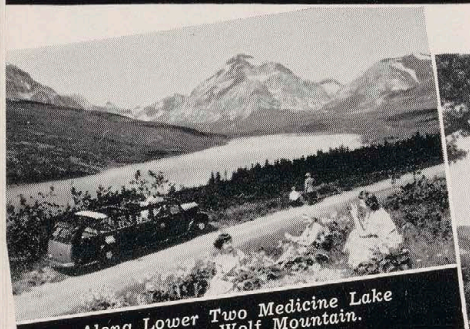
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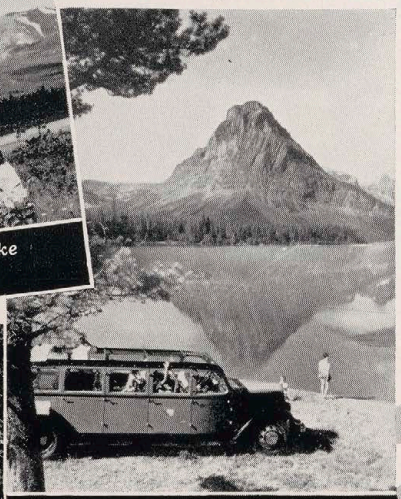
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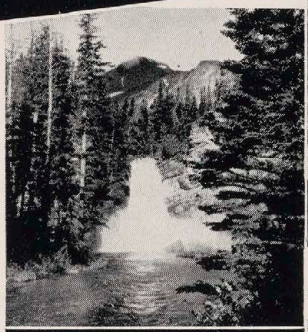
Glacier Park Hotel at the Eastern entrance to the Park is the starting point for Westbound motor-coach tours.



Along Lower Two Medicine Lake and Rising Wolf Mountain. Dyke photo.



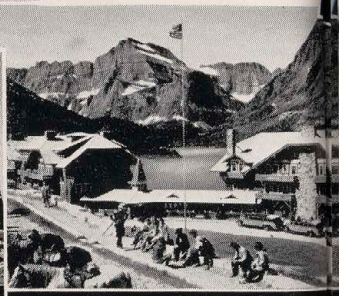
Two Medicine Lake and Mount Rockwell. Dyke photo.



Trick Falls near Two Medicine Lake. Dyke photo.



Prince of Wales Hotel in Waterton Lakes Park in Canada. Dyke photo.



Many Glacier Hotel is nearest center of the Park and the hub many activities. Dyke photo

Whether ans merely two, or st summer in G Montana a low-cost tour is the introduction and most ular Nation

Open t coaches ma drivers, p to relax i photogra ular scen interestin with ease

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Snowb Con

ENSE MOTOR COACH TOURS

tional Park

IN THE MONTANA ROCKIES



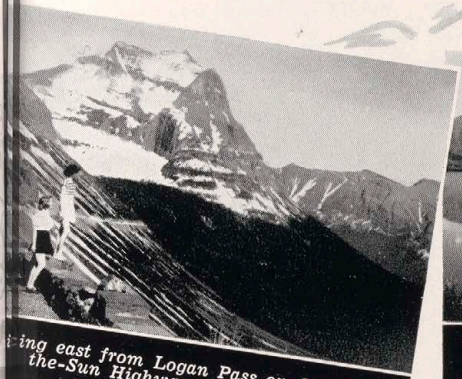
e plans merely to spend just a day or summer in Glacier National Park in the es, a low-cost, all-expense motor coach l introduction to America's third largest acular National Park.

tor coaches manned by skilled, courteous one to relax in perfect comfort, see and ectacular scenery, colorful flowers and life with ease and safety.

(Continued on page 14)



Lake McDonald Hotel, near the Western entrance to Glacier Park. Dyke photo.



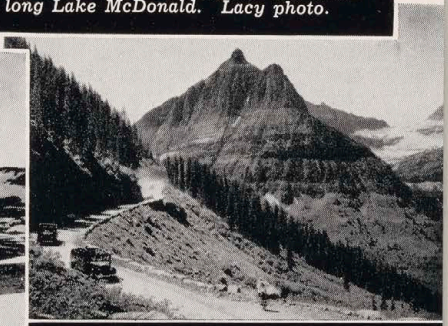
ing east from Logan Pass on Going-to-the-Sun Highway. Lacy photo.



Going-to-the-Sun Highway and ten-mile-long Lake McDonald. Lacy photo.



Snowballing in July on Logan Pass atop the Continental Divide. Mel Ruder photo.



Towering Mount Oberlin from Going-to-the-Sun Highway. Dyke photo.

Railway Congress



The United States Government and the American railroads are preparing to welcome delegates to the Eighth Pan American Railway Congress which is scheduled for two weeks beginning June 12. At that time, government transportation officials, railroadmen and transportation specialists from throughout the Western Hemisphere will gather to exchange operating experience and technical knowledge as part of the organization's objective of promoting the hemispheric development and progress of railroads.

Sessions will be held in Washington, D. C., June 12 through 20. Then, delegates will travel to Atlantic City, New Jersey on June 21, where for the following week they will see the latest in railroad equipment and supplies at the largest exhibit of its kind ever staged.

The Pan American Railway Congress Association is a permanent international organization with the primary purpose of contributing to the advancement of railroads in the Western Hemisphere. Some 20 South and Central American countries, as well as the United States Government and individual railroads in this country, are members.

GLACIER NATIONAL PARK

(Continued from page 13)

Motor coach tours vary from one to five days, or may be planned for any schedule desired, from either Glacier Park Station, Eastern Park entrance, or Belton, Montana, Western gateway, and are available daily during the Park season, June 15 through September 10.

Tours for westbound train passengers begin with mid-day arrival at Glacier Park Station, where colorful Blackfeet Indians pitch their tepees and welcome visitors during the summer.

The first afternoon continues with a drive to Trick Falls and Two Medicine Lake. In midsummer, as the waters over the top ledge of Trick Falls recede slightly, a second waterfall, pouring out of a lower cavern in the rock wall is revealed. During low water periods, water may issue only from the lower source.

Mountain-ringed Two Medicine Lake is acclaimed one of the most beautiful in America, and the launch trip is a never-to-be-forgotten experience.

After an over-night stop at Glacier Park Hotel, tours continue with a morning drive across the Park via Going-to-the-Sun Highway, one of the most spectacular mountain roads in the world.

At one point the highway is carved out of sheer cliff walls through stone tunnels with arched openings. A stop is made at Logan Pass at the crest of the Continental Divide to allow vacationists to better view the amazing panorama of hundreds of

(Continued on page 16)



Stewed Steed

The horse trainer confessed that just before the big race he had given his nag a big shot of whiskey. "Did he win?" asked a friend. "Nope," said the trainer, "but he was the happiest horse in the race!"

* * *

Famous Last Words

The old man was on his deathbed giving some last words of advice to his son. "Follow in my footsteps, son. Remember I owe my success to just two principles, honesty and wisdom."

The son asked his father to define these two principles.

"Honesty means if you promise a man to deliver his merchandise, you must deliver it come hell or high water," said the father. "Even if it means losing every cent you have—you must deliver."

The son then wanted to know the meaning of his use of wisdom.

The father answered, "Jerk, who told you to promise?"

* * *

Preliminary Procedure

First Lawyer: "You're a low-down cheat!"

Second Lawyer: "You're an unmitigated liar!"

Judge (rapping): "Now that the attorneys have identified each other, we shall proceed with the case."

Short Short Story

The cub reporter was told to cut his story to the bare facts. Following his orders he did so and produced this the next day:

"J. Smith looked up the elevator shaft to see if the car was on its way down. It was. Age 45."

* * *

Flood Control

One of the test questions asked a class of youngsters was:

"What can be done to help prevent floods?"

Later, while grading the papers, the teacher ran across this answer: "Floods can be prevented by putting big dames in the river."

* * *

Fairy Tales

Little Jennie: "Do fairy tales always begin with 'Once upon a time?'"

Mother: "Certainly not. Sometimes they begin with 'My love, I'll be working late tonight.'"

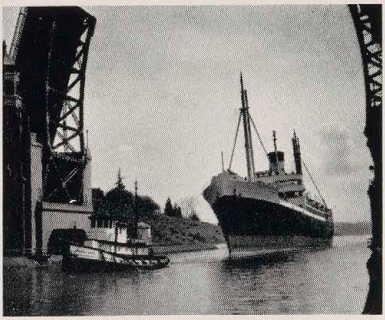
* * *

Quick Advice

Father-in-law: "I suppose you know that when I die my daughter will inherit 50 thousand dollars . . . well, why don't you say something?"

Husband: "Drop dead."

Alaska SS Service



Summer cruise ship, S.S. Alaska.

Alaska Steamship Company summer cruise steamers Alaska and Aleutian have been removed from winter moorings at Houghton in Lake Washington, heralding approach of the 1953 Alaskan travel season. The vessels are being dry-docked and are undergoing extensive refurbishing before being placed in service.

The Alaska and Aleutian, together with the Baranof and Denali which now provide weekly sailings from Seattle, are scheduled to make two departures each week throughout the summer vacation season.

While all vessels will cruise the famous Alaskan Inside Passage, each will be on a different itinerary, providing four distinctive cruises, including ports in Southeastern and Southwestern Alaska.

The Aleutian will make her initial sailing from Seattle on Friday, May 22, and the Alaska, Wednesday, May 27. The Baranof will sail on alternate Fridays with the Aleutian, and the Denali opposite the Alaska on alternate Wednesdays.

GLACIER NATIONAL PARK

(Continued from page 14)

massed peaks, glittering white glaciers and deep blue lakes.

Westbound tours terminate at Lake McDonald, largest lake in Glacier Park, with luncheon at picturesque Lake McDonald Hotel before the drive to meet the streamlined Western Star at Belton, Montana.

Eastbound tours are similar to, and include all features of westbound tours, but begin at Belton and terminate at Glacier Park Station.

Longer tours add visits at Many Glacier Hotel, largest in the Park, and cross the international boundary to Prince of Wales Hotel in Canada's Waterton Lakes National Park. On these, the traveler has time for fishing, or hiking and saddle trips to several of Glacier's 250 lakes, glaciers and more remote scenic spots.

ONE-DAY TOUR — Westbound — Glacier Park Hotel; Two Medicine Lake; Trick Falls; Logan Pass; Lake McDonald Hotel; Belton.

Eastbound—Belton; Lake McDonald Hotel; Logan Pass; Two Medicine Lake; Glacier Park Hotel.

$25.63 all-expense cost includes motor coach transportation and tax, launch fare and hotel accommodations (three meals and one night's lodging).

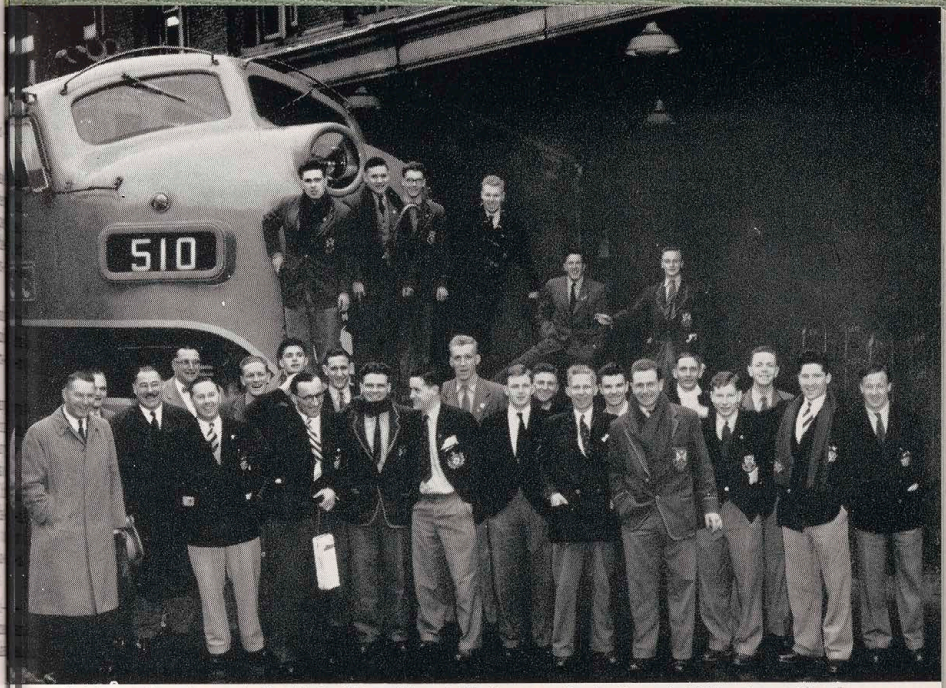
TWO-DAY TOUR — Westbound — Glacier Park Hotel; Two Medicine Lake; Many Glacier Hotel; Logan Pass; Lake McDonald Hotel; Belton.

Eastbound—Belton; Lake McDonald Hotel; Logan Pass; Many Glacier Hotel; Two Medicine Lake; Glacier Park Hotel.

$42.91 all-expense cost includes motor coach transportation and tax, launch fare (Two Medicine Lake only) and hotel accommodations (six meals and two nights' lodging).

THREE-DAY TOUR—Westbound —Glacier Park Hotel; Two Medicine

(Continued on page 18)



Irish rugby stars at Seattle's King Street Station ready to board GN's streamlined International for the trip to Vancouver, B. C. Forde photo.

Irish "Ruggers" Travel via GN

Recent passengers aboard Great Northern Railway's streamlined International between Seattle, Washington, and Vancouver, British Columbia, included the 22-man rugby squad from Queens University, Belfast, in Northern Ireland.

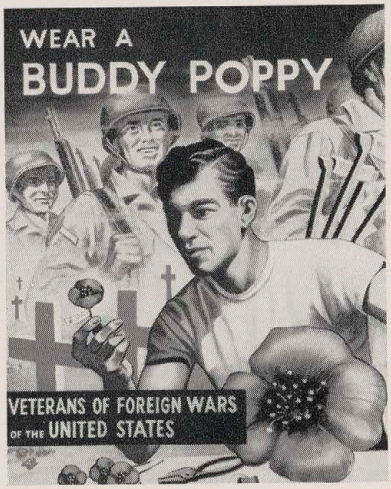
The "ruggers" received a royal reception upon arrival at GN's Vancouver passenger station where Mayor Fred Hume, other civic leaders, Robert B. Spray, president of the British Columbia Rugby Union, and red-coated Royal Canadian Mounted Police extended the city's official welcome.

Following a series of matches in British Columbia, the squad proceeded to California for games with the University of California and Stanford.

Rugby, from which American football has evolved, is a game of two 40-minute periods, with a ten minute halftime rest. The team captain and veterans teach the youngsters and run the team. There is no coach. A "side" is a team and has 15 players: a fullback, two wings, two centres, an outhalf, a scrum half, two wing forwards, a lock forward, a pair of second rows, two prop forwards and a hooker. Players wear shin guards but no other padding. No substitutions are permitted.

As in football, the game opens with a kickoff. Object is to advance the ball by running, kicking or pass-

(Continued on page 18)



IRISH "RUGGERS"

(Continued from page 17)

ing and touching it down across the goal line. A pass only may be thrown to the rear.

A touchdown or "try" counts three points. The scoring team then has a chance to convert—or kick a goal, for two additional points. The defending team must remain behind the goal line until the ball is put on the ground for the kick. Then the defenders charge for the block. Merely touching the ball nullifies the kick. A dropkick between the goal posts when the ball is in play also is worth three points.

The Queens University team is made up largely of students of medicine and dentistry and the rules of eligibility explain why.

A rugger may try for the team as long as he is an undergraduate and may play one season after graduation. Medical and dentistry students, whose courses of study are longer, have time to learn a lot of rugby.

The North American trip was arranged by Thomas Cook & Son.

GLACIER NATIONAL PARK

(Continued from page 16)

Lake; Prince of Wales Hotel; Many Glacier Hotel; Logan Pass; Lake McDonald Hotel; Belton.

Eastbound—Belton; Lake McDonald Hotel; Logan Pass; Many Glacier Hotel; Prince of Wales Hotel; Two Medicine Lake; Glacier Park Hotel.

$64.83 all-expense cost includes motor coach transportation and tax, launch fare (Two Medicine Lake only) and hotel accommodations (nine meals and three nights' lodging).

FOUR-DAY TOUR—Westbound—Glacier Park Hotel; Two Medicine Lake; Many Glacier Hotel; Logan Pass; Lake McDonald Hotel; Belton.

Eastbound—Belton; Lake McDonald Hotel; Logan Pass; Many Glacier Hotel; Two Medicine Lake; Glacier Park Hotel.

Similar to Two-Day Tour, plus two entire days at Many Glacier Hotel. $66.91 all-expense cost includes motor coach transportation and tax, launch fare (Two Medicine Lake only) and hotel accommodations (twelve meals and four nights' lodging).

FIVE-DAY TOUR—Westbound—Glacier Park Hotel; Two Medicine Lake; Prince of Wales Hotel; Many Glacier Hotel; Logan Pass; Lake McDonald Hotel; Belton.

Eastbound—Belton; Lake McDonald Hotel; Logan Pass; Many Glacier Hotel; Prince of Wales Hotel; Two Medicine Lake; Glacier Park Hotel.

Similar to Three-Day Tour, plus one extra day each at Prince of Wales and Many Glacier Hotels. $92.89 all-expense cost includes motor coach transportation and tax, launch fare (Two Medicine, Swiftcurrent and Josephine Lakes also Waterton Lake) and hotel accommodations (fifteen meals and five nights' lodging).

(Continued on page 20)



Queen Kay Larsen of the 1952 Marysville Strawberry Festival.

Skateland Coeds from Everett, Washington, one of the features of the Festival.

Seattle Times photos.

Pacific Northwest Strawberry Festival

Serving strawberry shortcake to more than 5,000 persons within a three-hour period will highlight observance of the annual Strawberry Festival at Marysville, Washington, June 13. Marysville, a community of approximately 2,500 population, is located in Snohomish County on Great Northern Railway's coast line between Seattle and Vancouver, British Columbia.

The Marysville Strawberry Festival honors the local strawberries which are produced in great quantity and are widely known for their excellent quality. The celebration dates back to 1932, and was originated by Leon L. Stock, local publisher. After the war it became a major Pacific Northwest civic enterprise and is jointly sponsored by the Veterans' Club, American Legion, Volunteer Firemen, Chamber of Commerce and Lions Club.

The 1953 celebration will tie in with the State of Washington's Territorial Centennial Celebration and will include a grand parade with bands, decorated floats, uniformed marching units and drill teams, a speaking program, baseball and other sports, native Tulalip Indian entertainment, a festival dance and a number of special events.

June 12 has been set aside as Children's Day. Young people of the community and from out-of-town, will parade and participate in a wide variety of events scheduled especially for the younger set.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

International Celebration



"Miss Canada" and "Uncle Sam" review parading school children at the Peace Arch Celebration. Wide World photo.

The International Peace Arch was constructed in 1921 on the United States-Canadian boundary line at Blaine, Washington, on Great Northern's coastline between Seattle and Vancouver, B. C., to commemorate over a century of peace between the two countries. The only monument of its kind in the world, it towers 67 feet above green lawns and bright flower gardens.

A beautiful park, surrounding the Arch is operated jointly by the State of Washington and the Province of British Columbia, and is considered international territory where citizens of both countries may meet and mingle without going through the formality of crossing the border. The park is used extensively for various international gatherings.

Each year an International Peace Arch Celebration is held to commemorate the ideal of international peace for which the edifice stands. This event, scheduled on June 28, draws an annual attendance of four to five thousand school children from both British Columbia and Washington, and from five to ten thousand adults. The celebration is sponsored by the International Peace Arch Program Association, composed of representative citizens from both sides of the International Boundary Line.

GLACIER NATIONAL PARK

(Continued from page 18)

Hotel accommodations included in all-expense rates shown herein, are for single rooms without private bath at Glacier Park, Many Glacier and Lake McDonald Hotels, and with private bath at Prince of Wales Hotel. Rooms with bath may be obtained if reserved in advance or if available upon arrival, at additional cost.

For passengers en route to or from Calgary or Banff, Alberta, three-day North and Southbound Glacier Park tours are provided on a similar all-expense basis.

Northbound—Beginning at Belton, Montana, terminating at Prince of Wales Hotel. Belton; Lake McDonald Hotel; Logan Pass; Many Glacier Hotel; Prince of Wales Hotel.

$55.10 all-expense cost includes motor coach transportation and tax, launch fare on Swiftcurrent, Josephine and Waterton Lakes, and hotel accommodations (eight meals and three nights' lodging).

Southbound—Beginning at Prince of Wales Hotel, terminating at Belton, Montana. Prince of Wales Hotel; Many Glacier Hotel; Logan Pass; Lake McDonald Hotel; Belton.

$58.60 all-expense cost includes motor coach transportation and tax, launch fare on Waterton, Swiftcurrent and Josephine Lakes, and hotel

(Continued on page 22)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Left to right: Mayor Louis Unzelman of Everett, Princess Harriet; George Dover; C. W. Thornberry, manager, Everett Chamber of Commerce; Don McNeil. Everett Daily Herald photo.

Washington Centennial Presentation

Focusing attention to the State of Washington's Territorial Centennial, Indians of the Tulalip Indian Reservation, presented toastmaster Don McNeil of the popular Breakfast Club radio show, with a hand-carved canoe paddle, commemorating his recent visit to the Pacific Northwest.

Mrs. Harriet Shelton Dover, Princess Harriet of the Tulalip Indian Council, and the Snohomish Tribe, gowned in full Indian regalia, made the presentation upon arrival of Great Northern Railway's streamlined International in Everett, aboard which McNeil and his troupe were en route from Vancouver, British Columbia, to Seattle.

McNeil and his Breakfast Club group recently played personal appearances in Washington, British Columbia, Oregon and California, traveling between Chicago and Seattle on Great Northern's streamlined Empire Builder.

Coach seats will be reserved at no extra charge for revenue passengers on the streamlined Western Star during the period westbound from Chicago June 13 through September 7, and eastbound from Seattle-Portland June 15 through September 9. Passenger Representatives will also be assigned to the Western Star during this period.

Railroad Hour

Railroad Hour programs during the balance of the current month include "Rosalinda" with Dorothy Kirsten, May 11; "Circus Princess" also with Miss Kirsten, May 18, and "Irene" with Dorothy Warenskjold, May 25.

The Railroad Hour, voted the most popular program of its type, is heard every Monday evening over the NBC radio network at 8:00 PM Eastern Time; 7:00 PM Central Time; 9:30 PM Mountain Time and 8:30 PM Pacific Time. The show is sponsored by the Association of American Railroads and features baritone Gordon MacRae and co-stars feminine vocalists prominent in the fields of opera, musical comedy, stage and screen.

LILAC FESTIVAL

(Continued from page 7)

Under the stars at Memorial Stadium, May 15, the Lilac Time Show will unfold professional acts, the pageantry of bands and precision marching and drill units, climaxed by a sky-lighting display of fireworks including scenes depicting the history of the Territory of Washington.

The 1953 Festival winds up in a blaze of glory with the Lilac Parade on Saturday morning, May 16. Last year more than two hundred thousand persons rimmed the two-and-a-half-mile parade route to witness the marching units, colorful bands and flower-bedecked floats entered from four states and Canada. Hopalong Cassidy, idol of America's cowboy-and-Indian set will be Honarary Grand Marshal. Hoppy, with his famous horse Topper, will also appear at the Friday night Lilac Time Show.

GLACIER NATIONAL PARK

(Continued from page 20)

accommodations (nine meals and three nights' lodging).

Great Northern Railway offers for the 1953 season, pre-arranged tours West from Chicago, Saint Paul-Minneapolis, and East from Seattle, Tacoma, Portland, San Francisco, Oakland and San Francisco, featuring Glacier Park in combination with other national park and popular vacation areas.

GLACIER PARK-CANADIAN ROCKIES-BANFF-LAKE LOUISE—From Chicago, Saint Paul-Minneapolis, 14 days. Itinerary includes Lake McDonald Hotel; Logan Pass; Many Glacier Hotel; Prince of Wales Hotel; launch cruises on Swiftcurrent, Josephine and Waterton Lakes; Calgary, Alberta; Bow River Valley; Banff Springs Hotel; Johnson's Canyon; Chateau Lake Louise; Columbia Icefield; Moraine Lake; Yoho Valley; Emerald Lake; Field, B. C.

THRIFT VACATIONS EAST—From Seattle, Tacoma, Vancouver, B. C., Spokane, Portland and California. Glacier National Park, two days; Chicago, three days; Great Lakes cruise, three days; Detroit, Michigan.

CAREFREE VACATIONS—From Los Angeles, San Francisco and Oakland—9, 11, 13 or 15 days. Nine-day tour includes Portland, Glacier Park and Seattle. Eleven-day tour, Portland, Glacier and Yellowstone Parks. Thirteen-day tour, Portland, Glacier Park, Canadian Rockies, Vancouver, B. C. and Seattle. Fifteen-day tour is similar to the 13-day tour plus two additional days in the Canadian Rockies.

The inherent economy of rail transportation is demonstrated by the fact that the railroads of the United States move a ton of freight one mile on the average with about two ounces of coal or about a teaspoonful of diesel oil.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1953, are: Carl E. Baldwin, fireman, Long Beach, Calif.; Michael Cooney, brakeman, Havre, Mont.; Arthur Graham, engineer, St. Cloud, Minn.; Patrick H. Hurley, baggageman, Spokane, Wash.; Hugh W. Maguren, cashier, Alexandria, Minn.; Thomas A. Morris, agent & operator, Landa, N. D.; Thomas Nowak, hostler, Havre, Mont.; George E. Peck, agent, Fargo, N. D.; James Petrie, assistant chief clerk, St. Paul, Minn.; Frank E. Potter, clerk, St. Paul, Minn.; Lewis H. Schuster, station agent, San Bernardino, Calif.; William R. White, engineer, Havre, Mont.

Members reported pensioned during April, 1953, are: Alfred J. Engleson, locomotive engineer, Havre, Mont.; DeWitt J. Evans, telegrapher, Ihlen, Minn.; Karl Grahn, locomotive foreman, Breckenridge, Minn.; George B. Gartner, engineer, St. Cloud, Minn.; Richard E. Gillespie, chief stationary engineer, St. Paul, Minn.; Einard A. Hovinen, agent, Sebeka, Minn.; Thomas T. Jackson, dock foreman, Superior, Wis.; Leonard H. Lund, brakeman, Askov, Minn.; Jacob F. Lau, conductor, Klamath Falls, Ore.; William A. Malstrom, cashier, Shelby, Mont.; Thomas Nowak, hostler, Havre, Mont.; Ole A. Olson, joint train baggageman, Sandstone, Minn.; John A. Stull, conductor, Breckenridge, Minn.; James Uhlis, machinist helper, St. Paul, Minn.; Daniel F. Wilson, conductor, Spokane, Wash.; William J. Wirt, conductor, Breckenridge, Minn.

* * *

Approximately 110 persons comprising the cast and other personnel of the Shipstad and Johnson Ice Follies, with manager Ray Heim in charge, recently traveled via Great Northern special train between Saint Paul and Seattle and between Seattle and Portland.

* * *

Regular weekend guide service has been resumed at Hungry Horse Dam in northwestern Montana, third highest and fourth largest concrete dam in the world. Regular guide service during weekdays will be resumed during the Memorial Day weekend.

* * *

The telephone number at Great Northern Railway's traffic office in Washington, D. C., has been changed to National 8-0180.

* * *

E. R. Scott has been appointed supervisor of Great Northern Railway's Reservation Bureau at Seattle, Washington.

"TOP O' THE WEST" VACATION TOURS

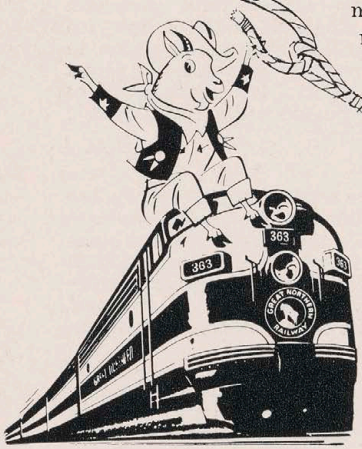
Including Glacier National Park - Pacific Northwest

$221 from Chicago

Includes Transportation Taxes

A REAL SUMMER TRAVEL BARGAIN!

See the best of the West on this thrilling vacation tour—8 States and Canada. Leave Chicago twice weekly, every Saturday and Sunday, June 14 through August 23. Every mile's a holiday in the comfort of modern reserved reclining seat coaches.



See all this—and more . . . on one great trip

- Scenic Mississippi River Palisades.
- Glacier National Park in the Montana Rockies—2 days.
- Evergreen Pacific Northwest—6 days.
- Cascade Range—Columbia River.
- Portland, Oregon — Mt. Hood — Timberline Lodge.
- Seattle—Land and water cruise, sightseeing.
- Steamer cruise to old English Victoria, B.C.
- Mount Rainier and Paradise Inn.

OVER 5,000 GLORIOUS MILES!
13 EXCITING DAYS ON LAND AND WATER!

On the Streamlined

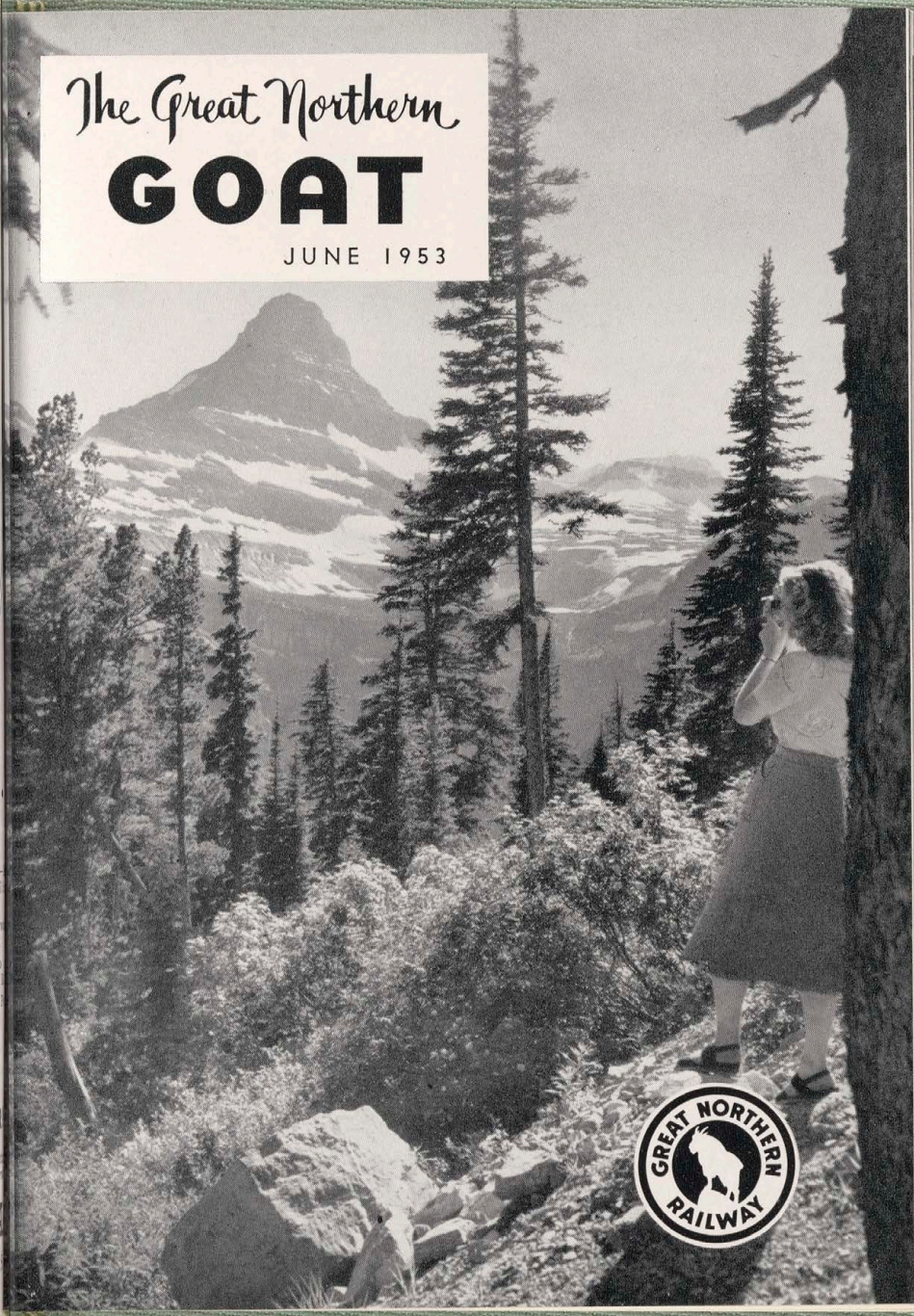
EMPIRE BUILDER

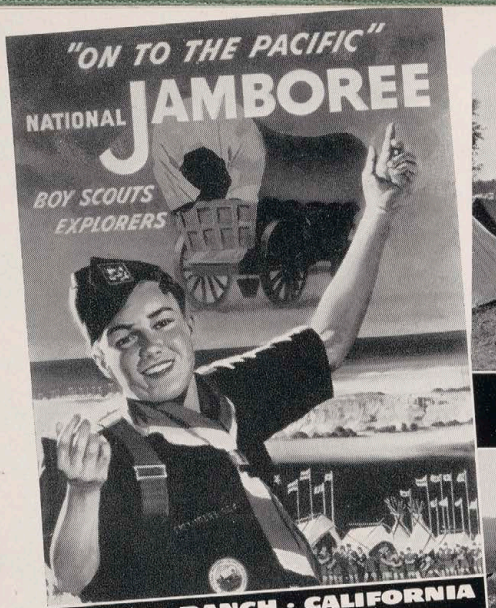
Thrift Vacations East, and Carefree Vacations, from the Pacific Northwest and California.

WESTERN STAR

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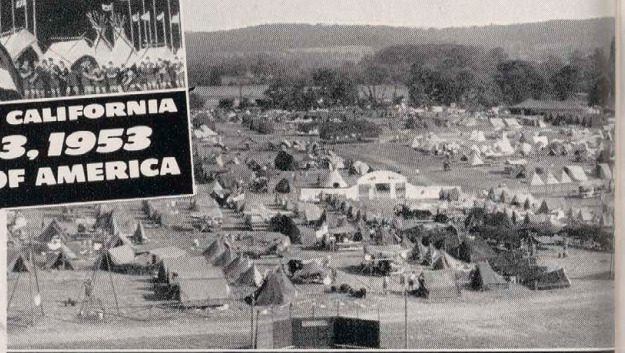
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The Great Northern
GOAT
JUNE 1953
GREAT NORTHERN
RAILWAY





Gateways to Local Council Jamboree Contingent areas reflect home town history, industry and scenic features.



A huge tent city is being set up on the 3,000 acre site of the Jamboree a short distance from the shores of the Pacific in California.



Scouts from many other lands will represent their nation's Scouting organizations.



Scouts attending Jamborees prepare their own meals over charcoal fires.

"Third National Boy Scout Jamboree!"

From every state in the nation, from territories overseas and from far-off foreign countries, Boy Scouts, Explorers, and their leaders will assemble this summer in a 3,000 acre "city of tents" on the Irvine Ranch in California, between Santa Ana and the Pacific Ocean, for their Third National Jamboree.

At the campsite, about 40 miles southeast of Los Angeles, Scouts will pitch their tents for an exciting demonstration of Scouting in action. For a thrilling week from July 17 to 23, these lucky 50,000 boys will be on the go from reveille to taps, working, learning, and building friendships which will last a lifetime.

Approximately 40,000 Scouts will travel by rail, and of that number, between eight and nine thousand will travel in one direction, en route to or from the Jamboree, via special Great Northern trains. These groups in 19 special trains will originate from Boston, Albany, Yonkers, New Jersey, Philadelphia, Fort Erie, Detroit, Rockford-Peoria, Chicago, St. Paul-Fargo, Minneapolis, Rochester-Mankato-Minot, and Spokane-Wenatchee-Tacoma-Seattle. Some smaller groups will use regular GN passenger train service.

Because this huge movement comes at the height of the summer travel season when connecting lines will not be able to conveniently handle all of the traffic involved, Great Northern will operate eight of the "Scout Specials" over its inside "Bieber freight route" to California, marking the first time that this line has been opened to passenger travel since it was completed in 1931. Special arrangements are being made to provide meals, service passenger equipment and other facilities along this line.

The journey to and from the Jamboree will probably be as long remembered as the Jamboree itself. Itineraries have been arranged to afford a maximum of sightseeing, including visits to national parks, historic shrines, metropolitan areas and other points of outstanding interest.

All Scouts in special trains traveling via Glacier National Park in Montana, will stop off for a visit in the Park, where they will be welcomed and entertained by a group of Blackfeet Indians led by one of their chieftains. Several groups will make a motor coach trip through the Park across the Continental Divide at Logan Pass on Going-to-the-Sun Highway.

Some groups will spend several hours at Whitefish Lake in Montana, where they will swim, and take a ride on the long chair lift at the famous Big Mountain ski resort. Some will visit lumber, pulp and paper mills, Grand Coulee Dam, the Columbia River Gorge, Bremerton Navy Yard, Spokane, Seattle, Portland, Victoria, British Columbia, and other Pacific Northwest areas.

Four railroad stations will be used for the tented Jamboree city. Because of the number of participants involved, arrivals will be scheduled for five days before the Jamboree officially opens on July 17. Departures will require four days after the program ends on July 23.

The Jamboree is a tremendous undertaking requiring careful detailed planning. Construction headquarters were established at the Irvine Ranch in September of last year, and activity has been under way ever since.

Using 3,000 acres, the Jamboree Camp will be divided into 36 sections each having 34 Troops. There will be 1,224 Troop campsites, each

(Continued on page 8)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



VOL. 23 June, 1953 No. 6

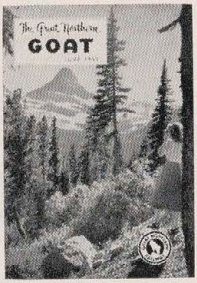
Published monthly by the Traffic Department of the Great Northern Railway Company in the interest of individuals and organizations engaged directly or indirectly in the handling of industrial traffic matters and travel by railroad.

IVAN A. COPPE, Editor

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



Sharped-peaked, glacier-laden Fusilade Mountain in Montana's Glacier National Park. Photo-Art photo.



The World Watches A Message for Flag Day

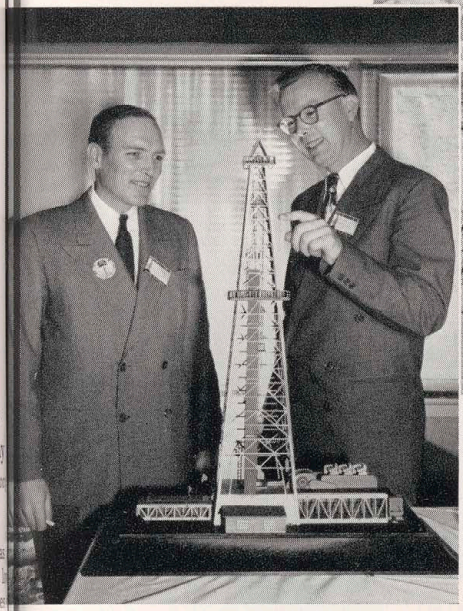
by General Matthew B. Ridgway, Supreme Commander, Allied Powers, Europe

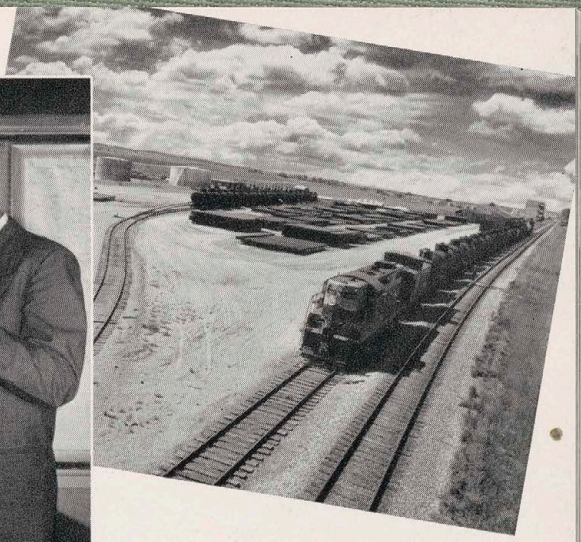
Our flag, when created, was a symbol of the inextinguishable love of freedom. Through great crises of our national past, it has remained such a symbol. The forces which would degrade that flag and the spiritual values for which it stands, are still in the world. They are, in fact, more menacing than ever.

Their hostility toward us and our principles now contains the threat of armed aggression, supported by secret subversion and every artifice which falsehood can employ, and modern weapons exploit.

The spiritual values which this flag symbolizes for Americans, it likewise symbolizes for countless millions of other peoples throughout the world. To maintain those values is a sacred responsibility for every American.

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GN oil-loading facilities at Tioga

John M. Budd, GN president, (left) and Holger Smitt, chairman, Williston Oil Discovery Days Celebration, view miniature drilling rig. Minneapolis Morning Tribune photo.

North Dakota Oil Discovery Anniversary

Williston, North Dakota, center of the nation's newest major oil development, located on Great Northern's main transcontinental line, recently celebrated its second Oil Discovery Day.

The anniversary celebration, sponsored by the Williston Junior Chamber of Commerce, was attended by oil men from various parts of the country, local civic leaders and members of the Rotary, Kiwanis and Lions Clubs.

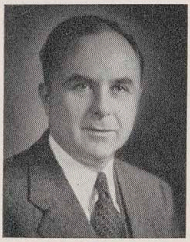
Principal speaker at the opening Oil Discovery Day luncheon was John M. Budd, president of the Great Northern Railway, who outlined Great Northern's interest in this major development; the railway's program for providing transportation needs, geological, industrial and other cooperation in the development of North Dakota's growing oil centers.

Oil was discovered in North Dakota in April, 1951, at Tioga, 39 miles east of Williston. There are now nearly 200 producing wells in the Great Northern portion of the Williston Basin, and indications are that this section of the Basin is a new major field.

Discovery and production of oil in the Basin constitute one of the most significant developments in many years in the large and diversified territory in which Great Northern operates. The railway serves the heart of the producing area as defined to date.

(Continued on page 6)

GN Annual Meeting



Tauer

John A. Tauer, comptroller since 1946, was elected vice president and comptroller of the Great Northern Railway by company directors at their annual meeting in Saint Paul, May 14.

Mr. Tauer joined the railway in 1924 as file clerk in the freight claim department. His entire service has been in Saint Paul. He transferred to the comptroller's department in 1925, became assistant tax accountant in 1930, tax accountant in 1934, comptroller's assistant in 1940, assistant comptroller in 1942 and comptroller in 1946.

Directors, re-elected for three-year terms are Richard C. Lilly, chairman of the board, First National Bank of Saint Paul; Walter G. Seeger, chairman of the board, Seeger Refrigerator Company, Saint Paul; F. Peavey Heffelfinger, executive vice president, F. H. Peavey & Company, Minneapolis; Grant Keehn, executive vice president, The First National Bank of the City of New York.

The directors, in session following the annual meeting of Great Northern stockholders, authorized a dividend of $1.00 per share on the company's capital stock, payable June 18 to stockholders of record on May 25.

OIL DISCOVERY DAY

(Continued from page 5)

During 1952, Great Northern moved over 7,000 cars of crude from the Basin and 2,000 cars of oil machinery and supplies into the region. With greater production and further expansion indicated, this year's figures will be considerably larger.

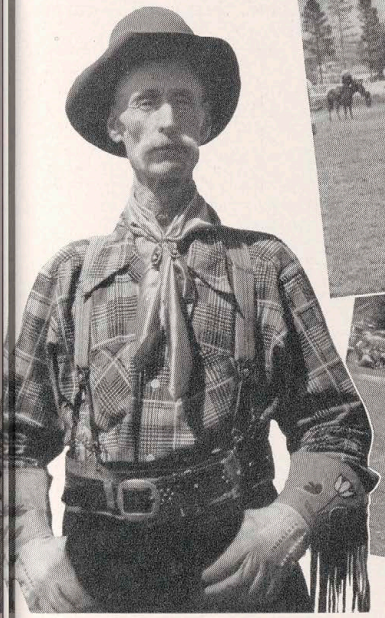
It will be the railway's policy to provide adequate transportation and service facilities whatever the developments may be, not only for production of oil and related industries, but for fulfilling the needs of growing populations in communities of the territory.

Up to the present, the greatest enlargement of facilities for handling oil and the machinery and other supplies necessary to its production has been in Tioga and Williston. At Tioga, 58 acres of property has been purchased and 9,311 feet of industrial trackage has been built or authorized. At Williston, 53 acres of land has been acquired for industrial purposes. Trackage authorized or installed totals 7,105 feet.

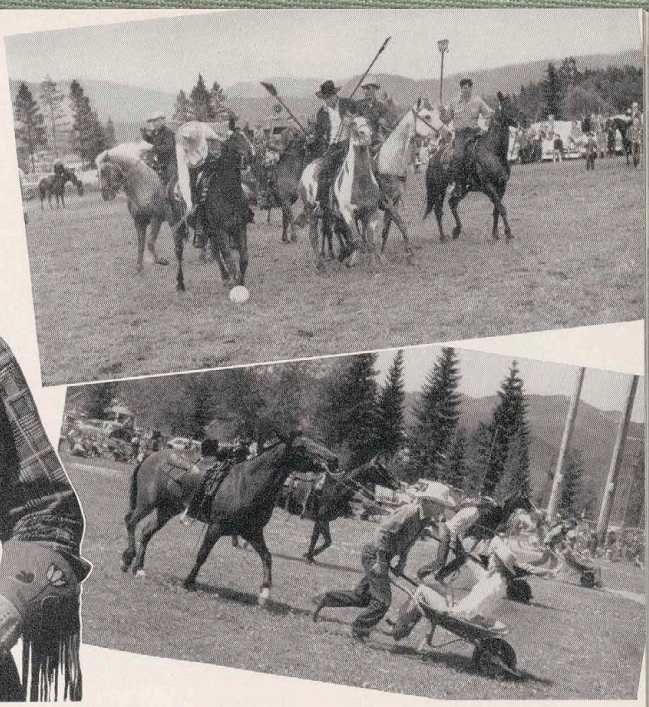
Other areas have been surveyed from the standpoint of additional service that may be necessary. Plans have been made for placing heavier rail to permit use of larger locomotives on the line extending from Rugby into Bottineau county. Locations have been surveyed for possible industrial development in a number of communities, and for additional trackage to service these sites.

Great Northern geological, industrial and other development personnel have been at work in the area since before the first well came in, and are active in helping Williston, the oil producing area and the oil industry.

It is expected that the production of oil will accelerate development of other natural resources in the territory. Tremendous deposits of lignite underlie a large part of the region. Continuous research is being carried on by the United States Bureau of Mines to find additional uses for this fuel. There are also large deposits of other valuable minerals which can support chemical plants.



Whitefish residents will dress western style during the Whitefish-Great Northern celebration.



O-Mok-See games on horseback will wind up the 1953 observance of Whitefish Gala Days.

Whitefish-Great Northern 50th Anniversary

Nowhere will you find people more chesty about the town they live in than those in Whitefish, Montana. This July they will break loose with a four-day celebration of the 50th birthday of the town, which was platted in the forest at the north end of the Flathead Valley when Great Northern's main line came through in 1903.

The big show, July 23 through July 26, is being planned by dozens of busy committees headed by A. F. Evey. Its official name is the Whitefish-Great Northern 50th Anniversary.

Had Great Northern not run its main line along scenic, seven-mile-long Whitefish Lake, there would be no town at the lake's outlet. Before the railway came, there was some lumbering activity in the area and a dozen houses, and that was all. But with the coming of the main line, which had previously run several miles farther south, and establishment of division headquarters, the forest gave way to homesites and the railroaders moved in.

First day of this summer's big golden anniversary celebration, July

(Continued on page 20)

GN Passenger Train Schedule Changes

Great Northern's westbound streamliners, the Empire Builder and Western Star, now arrive in Seattle, Washington, 30 minutes earlier than heretofore. There is no change in the departure time of the streamliners from Chicago, Saint Paul, Minneapolis, or East of Spokane.

The change, made to provide connections for passengers boarding the Canadian Pacific steamer leaving Seattle at 8:00 AM for Victoria and Vancouver, B. C., also permits passengers for the morning International to Vancouver, B. C., to change trains in Seattle instead of Everett.

The present schedules of the westbound Empire Builder and Western Star between Spokane and Seattle are as follows:

	Western Star No. 3	Empire Builder No. 1
Lv Spokane	9:55PM	11:59PM
Ar Wenatchee	1:40AM	3:15AM
Lv Wenatchee	1:50AM	3:25AM
Lv Everett	5:58AM	6:40AM
Ar Seattle	7:00AM	7:30AM

The Empire Builder now travels from Chicago to Seattle in 44½ hours instead of 45; from Saint Paul, 37¼ hours, and from Minneapolis in 36¾ hours.

Train No. 27, the westbound Fast Mail, now leaves Ephrata, Washington, at 9:42 PM instead of 9:50 PM. Wolf Point, Montana, is now a regular stop for Train 27, at 11:20 PM.

Train No. 5, the westbound Cascadian daily between Spokane and Seattle, now operates on a revised schedule between Fairchild and Appleyard, leaving intermediate stations a few minutes earlier than heretofore.

GN Visitor

Great Northern Railway headquarters in Saint Paul, Minnesota, was host, during May, to Malcolm Bjorkman, Chief of the Press and Public Relations Section and Assistant Chief Manager of the Royal Board of the Swedish State Railways.

Mr. Bjorkman, in the United States on a three-month study tour, will have interviewed public relations chiefs of 25 of the nation's major railway systems and officers of the Association of American Railroads in Washington, D. C., before returning to Sweden at the end of June.

JAMBOREE

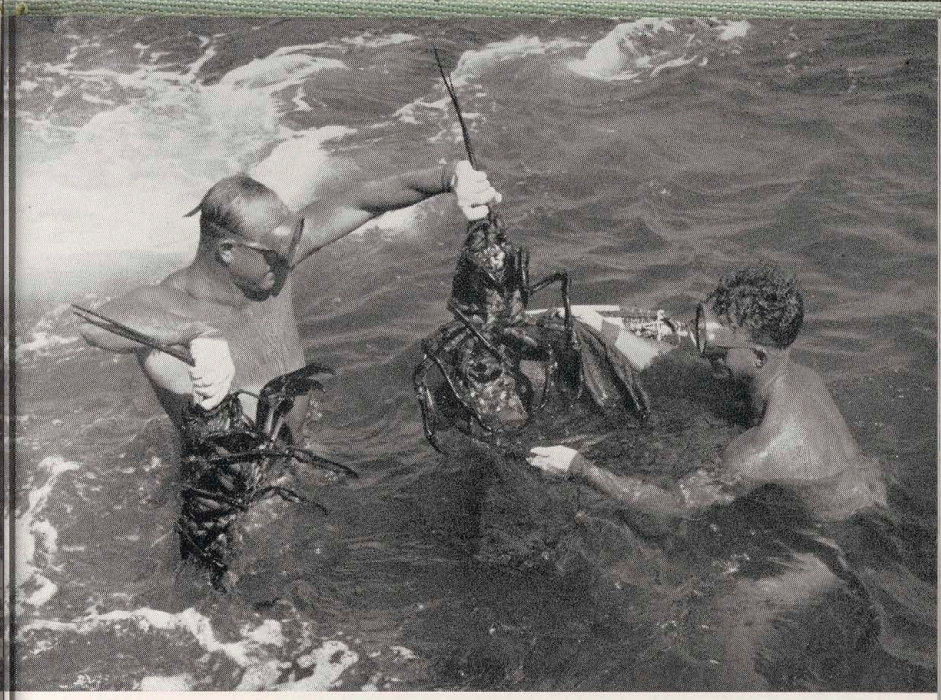
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90 by 90 feet, covering a total of 720 acres. Each section will have its own health lodge, office tent and post office.

The camp will consume 18 million gallons of water during its comparatively short life. Food will be issued each day in units of ten persons, and will be cooked by Scouts over charcoal fires which will consume over 40 freight car loads of charcoal. Over 100 tons of meat, 175,000 loaves of bread, 623,656 quarts of milk will be needed, and 150,000 doughnuts will be consumed daily.

Twelve miles of water mains and four miles of sewer lines have been constructed. Several miles of primary electric lines will bring in 600,000,000 watts of power. The Scout City will have its own telephone system with 25 trunk lines.

Location of the Jamboree Campsite, the 100,000-acre Irvine Ranch, is one of the few large landholdings in Southern California that dates back to the old Spanish-Mexican regime. The 3,000-acre tract is being loaned, without cost, to the Boy Scouts of America, by the Irvine Company.



The Pacific Coast of Southern California is a place of adventure for visitors. Here, divers bring up their catch of big lobsters off a rocky headland near Santa Barbara.

The American Riviera

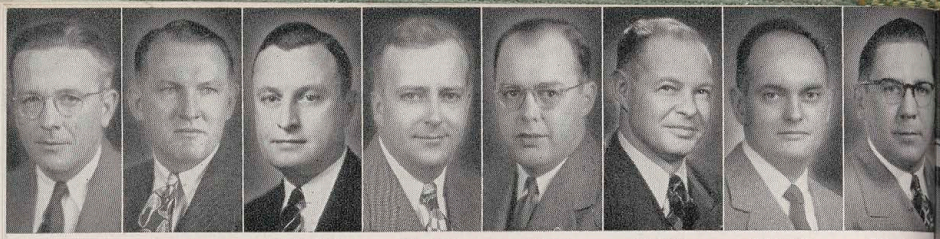
Southern California's 200-mile seashore is a land of exploration and discovery. There are fish that fly. Fish that dance on the beach by the light of the moon. Starfish to dry for souvenirs. Hidden caves and palm-fringed lagoons. Pelicans and barking sea lions. Abalone in jewelry shells as big as one's hand. Semi-precious moonstones washed up by the waves.

The headlands of Santa Barbara, with their marine caves and giant rocks frame the wide silver-sand beaches of "The American Riviera". Visitors can find choice abalone and giant starfish at low tide. The abalone is a delicious shell-fish which clings to ocean rocks so firmly it must be pried off with a tire iron. The shell is a beautiful jewelry piece.

Farther south is the land of the flying fish and the grunion. The flying fish are best seen on the 22-mile steamer cruise to Santa Catalina Island. The Catalina flying fish are the largest in the world, blue-bodied with fairy-like gossamer wings. Actually their wings are oversized fins which open when the fish leap madly in flight when frightened by a ship's prow.

Half a foot long and good eating, the grunion rides a wave high up on the sand. Then he dances crazily on his tail, digging a hole for spawning, only to be scooped up by excited grunion hunters for beach fish fries. These unique fish exist only in

(Continued on page 18)



Reed *Scanlan* *McCarty* *Wentz* *Tilton* *Green* *Munns* *Kemper*

GN Freight Traffic Department Changes

Promotions in Great Northern Railway's freight traffic department in Saint Paul and elsewhere recently announced by George F. Hardy, general freight traffic manager, are as follows:

R. P. Reed, general freight agent since 1946, becomes assistant freight traffic manager.

M. M. Scanlan, industrial director, has been named general freight agent.

F. P. McCarty, assistant general freight agent since 1946, has been appointed general freight agent.

R. C. Wentz, assistant to the industrial director, becomes industrial director.

With Great Northern since 1925, Mr. Reed has served in various freight traffic capacities in Cleveland, Ohio, Denver, Colorado, and Kansas City, Missouri, before coming to Saint Paul as assistant general freight agent in 1945.

Mr. Scanlan was in the freight claim office after joining the railway in 1928, then in the right of way, land and tax department. He subsequently was traveling freight agent and special traffic representative before joining the industrial department in 1942. He became general industrial agent in 1946, and industrial director in 1952.

Mr. McCarty came to the railway as a stenographer at Breckenridge, Minnesota, in 1920, transferred to Saint Paul in 1927, and in 1928 became secretary in the traffic vice president's office. He served as assistant to the traffic vice president from 1940 to 1946.

Starting as a clerk at Grand Forks, North Dakota, in 1929, Mr. Wentz was city freight agent there and traveling freight agent at Dallas, Texas, before coming to Saint Paul in 1948 as industrial agent. He has been assistant to the industrial director since last year.

W. L. Tilton has been appointed assistant to the industrial director. He started as a clerk in the Saint Paul freight traffic department in 1937, later was city freight agent in Seattle and Duluth, traveling freight agent at Minot, North Dakota. Since June, 1952, he has been commercial agent in Saint Paul.

Succeeding to the position of commercial agent in Saint Paul is T. H. Green, city freight agent in Fargo, North Dakota, since April, 1952. He began as a clerk in Vancouver, B. C., in 1947, then was chief clerk to the general agent in Wenatchee, Washington.

M. F. Munns becomes city freight agent in Fargo. He has been with Great Northern in its freight traffic office in Duluth since 1946.

E. W. Kemper, tracing and reconsignment clerk in the Chicago freight office since 1947, has been named city freight agent there. He joined the railway in 1929 in the comptroller's department, Saint Paul, transferring to the freight traffic department in 1931.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Munns



The colorful observation-lounge of GN's transcontinental Western Star.

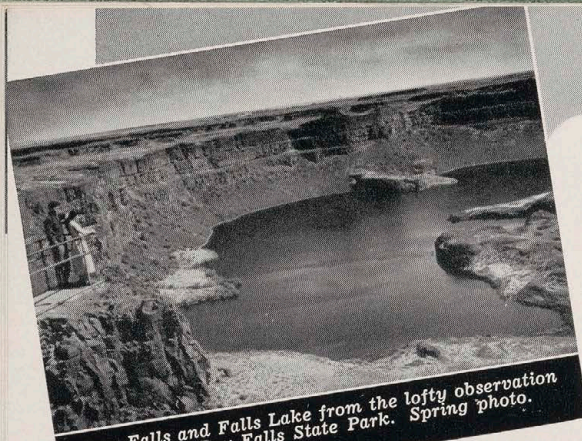
Streamlined Western Star Serves Great Falls, Montana

Daily transcontinental streamliner service to and from Great Falls, Montana, was inaugurated by Great Northern Railway on February 26, 1952. Where the city previously was served by connecting trains, meeting west and eastbound Empire Builders and Western Stars at Havre and Shelby, the Western Star now serves the city directly, traveling between Havre and Shelby via Great Falls.

The Western Star, in daily service between Chicago and Seattle-Portland via Saint Paul-Minneapolis, Fargo, Grand Forks, Great Falls and Spokane, is a modern streamlined train with a wide variety of accommodations: lower and upper berths, duplex roomettes, double bedrooms and drawing rooms. Long distance coach passengers are assigned to 48-seat Day-Nite coaches with individual reclining seats and full-length leg rests. Reclining seat coaches seating 60 persons are primarily for travel between intermediate points. Famously good Great Northern food is served in the distinctive dining car and in the colorful coffee shop car. Beverage service is available, where not in conflict with state

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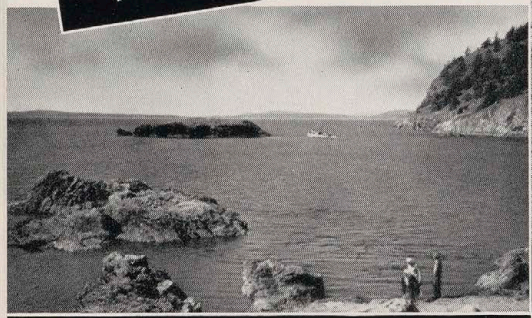
Washington State



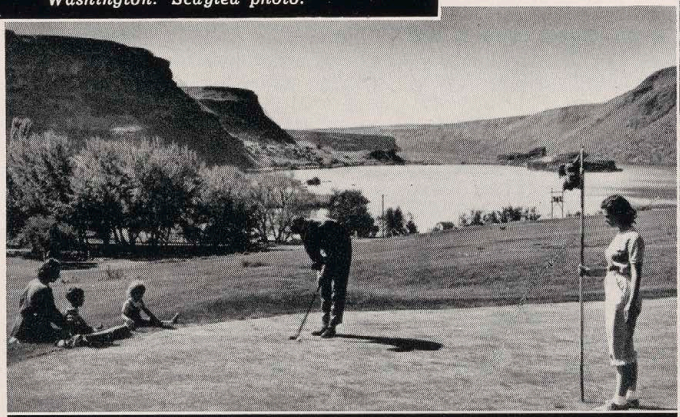
Dry Falls and Falls Lake from the lofty observation point at Dry Falls State Park. Spring photo.



Swimming facilities are available at the ocean, on Puget Sound and in fresh water lakes in Washington's State Parks.



The San Juan Islands of Puget Sound from Deception Pass State Park near Anacortes, Washington. Scaylea photo.



Golfing on the fine lush green of the public course at Sun Lakes State Park in lower Grand Coulee near Dry Falls. Spring photo.



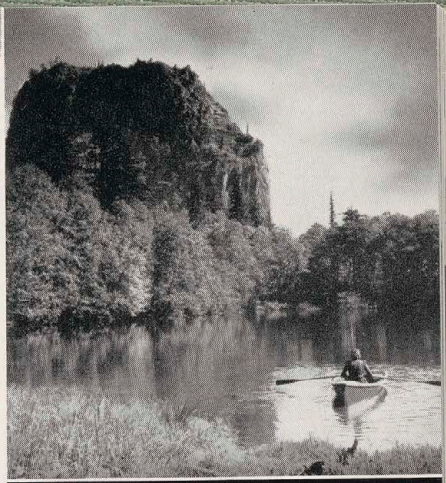
Much of western [illegible]ton is cove[illegible] dense forests [illegible]mlock and [illegible]

ington State Parks

w states in the Union lend themselves so to the establishment of a state parks sys- than does Washington. The Evergreen State land of ocean beaches, islands, evergreen s, snow-capped mountains, roaring streams vast deserts.

every one of Wash- n's distinct scenic are located parks ld by the people. Pur- of this ever-expanding system is to protect ate's scenic areas from

(Continued on page 14)



Second in size only to Gibraltar is rugged Beacon Rock located 35 miles east of Vancouver, Washington.



Boating at Blue Lake, in scenic Sun Lakes State Park area near Grand Coulee Dam. Scaylea photo.



Mount Spokane State Park, 35 miles from Spokane, is open year 'round for campers and winter sports fans. Gilbert photo.



ington is covered with hemlock and cedar.



Summer Sleeping Car Service

During the summer travel season the CB&Q-GN-Kansas City-Omaha-Great Falls Pullman sleeping car will operate between Chicago and Great Falls, via Omaha.

The summer line sleeper will contain 10 sections, 2 compartments and 1 drawing room and will operate westbound from Chicago June 14 through September 3; eastbound from Great Falls June 17 through September 6. The car will be handled from Chicago on CB&Q train 19-43 and GN train 43; and from Great Falls on GN train 42 and CB&Q train 42-6-32. The car may be occupied at Great Falls until 8:00 AM and will be ready for occupancy at Great Falls at 9:00 PM.

Sleeping car passengers en route to and from Glacier Park may conveniently transfer to and from the Western Star, GN trains 3 and 4, at Great Falls and be accommodated in seat space in sleeping cars between Great Falls and Glacier Park.

WASHINGTON STATE PARKS

(Continued from page 13)

commercial infringement for the benefit and enjoyment for the public.

At the present time, there are 40 supervised state parks, 16 historical sites and many other recreational areas. Total holdings of the Washington State Parks comprise some 60,000 acres.

Nine parks have swimming areas with bath houses, docks and diving boards. Saltwater swimming is supervised at Saltwater State Park between Seattle and Tacoma, and Twanoh State Park on beautiful Hood Canal. Lifeguards are also in attendance during peak summer hours at the fresh water beaches at Lake Chelan, Deception Pass, Lake Sylvia, Sun Lakes, and many others.

With the growing trend of outdoor camping, Washington's State Parks have reached a new height in popularity. Cleared areas for pitching tents have been prepared in all campgrounds. The larger parks have shelter houses, some with kitchens complete with fireplaces or wood stoves.

Many parks have miles of unspoiled trails for hiking. Mountaineers delight in the Bogachiel and Schafer State Parks located in the primitive areas of the rugged Olympic Mountains. For those who prefer less strenuous hiking, there is Moran State Park located on Orcas Island in the San Juans. Moran has 6,000 acres of virgin forest and miles of improved trails.

Beacon Rock, located 35 miles east of Vancouver on the Columbia River, is the second largest monolith in the world. Only Gibraltar is larger and experts agree that Beacon Rock is more beautiful and imposing.

Sun Lakes and Dry Falls Parks are located in the heart of the fasci-

(Continued on page 16)



Manners

Pat and Mike were having dinner together. Pat helped himself to the larger fish.

Mike: Fine manners, ye have, Pat. If I reached out first, I'd take the smaller fish.

Pat: Well, ye've got it, haven't ye?

* * *

Amen! and Begone

A somewhat conceited clergyman, who was more celebrated for the length of his sermons than for their eloquence, once asked the late Father Healy what he thought of the one just preached. "Well, sir," replied the humorist, "I liked one passage exceedingly well."

"Indeed, Father Healy, and pardon me for asking which passage you refer to?"

"Well, my dear sir," replied the wit, "the passage I refer to was that from the pulpit to the vestry room."

* * *

Habit

Wife: "The maid quit. She said you spoke to her insultingly over the phone."

Hubby: "Ye gods! I thought I was talking to you."

* * *

Going With the Wind

Si Brown, the laziest man in the county, was conducting an experiment. Lolling in his favorite rocker on the front porch of his little cabin, he would turn his face to the west and rock a little while, then turn toward the south and rock some more. Changing back, the experiment would go on.

"What's the trouble, Si?" his wife called out, finally attracted by his peculiar conduct. "What are ye' movin' about so much fur?"

"Jest trying to find out which is the easiest—rockin' east and west with the wind, or north and south with the grain in the floor," was Si's reply.

* * *

Problem

"What are your daughters studying now?"

"Nothing," replied Mr. Cumrox. "They have learnt all about music, painting an' literature. All they've got left to learn is not to bother people with them."

* * *

Out of the Mouth of Babes

Little Betty was crying bitterly. Her mother asked what was the matter.

"Boo hoo! My new shoes hurt me!"

"Well, no wonder! You have them on the wrong feet," replied Mother.

Betty kept on crying and would not be comforted. "I haven't any other feet," she cried.

Summer Railroad Hour



Left to right, Gordon MacRae, Carmen Dragon, Dorothy Warenskjold.

During the summer months Monday evening Railroad Hour broadcasts over the nationwide NBC radio network will feature musical romances based on stories that run the gamut from nostalgia and adventure to phantasy and pathos.

Gordon MacRae and Dorothy Warenskjold will co-star in the series, with Carmen Dragon's orchestra and the Norman Luboff chorus providing musical and vocal support.

The immortal romance between Robert Browning and Elizabeth Barrett is the theme of "Love Story", scheduled for June 15. "New Wine", a title derived from a Biblical verse, is the Railroad Hour show for June 22. It is a phantasy about an unsuccessful song writer who consults a beautiful professional medium, thinking that she will be able to contact the great composers of the past and tell him how to write modern waltzes. The program for June 29 is one of the great stories of all time—Edward Everett Hale's "Man Without a Country", particularly appropriate for the patriotic Fourth of July holiday.

"Penny Whistle" on July 6, was the name Robert Louis Stevenson originally gave to his immortal work "A Child's Garden of Verses", and the little sounds the great writer made with his "Penny Whistle" traveled clear around the world, bringing smiles to the faces of shut-in children and grown-ups everywhere.

WASHINGTON STATE PARKS

(Continued from page 14)

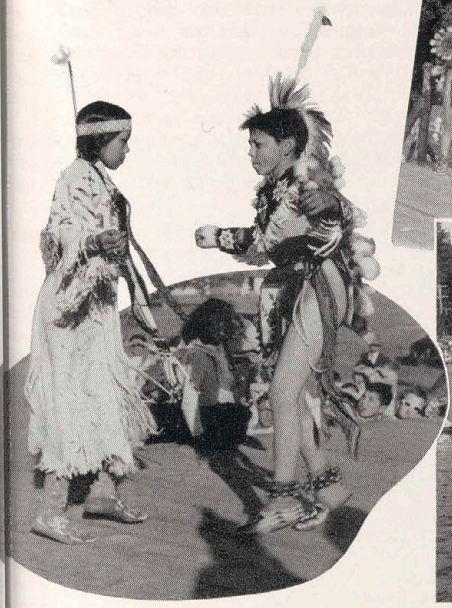
nating Grand Coulee country in central Washington. Sun Lakes offers housekeeping and sleeping cabins for rent. Cabins are equipped with electric range, refrigerator, bedding, dishes, cooking utensils, twin beds and daveno. Sun Lakes has a modern golf course, children's playground, swimming, fishing and boating.

In addition to Moran Park in the San Juan Islands, the Park Commission has provided docks, mooring buoys and trails on several uninhabited islands for the convenience of pleasure boats.

Brooks Memorial, Fields' Springs and Mount Spokane Parks all have winter sports facilities. Mount Spokane, skiing center of the Inland Empire, has a chair lift and several rope tows. The other two parks have rope tows.

Improvements to older parks are being made constantly, and new parks are being added as the result of a careful selection of sites. The Washington State system of parks is a strong inducement to vacation in the Evergreen Playground of the Pacific Northwest.

The chair lift on The Big Mountain near Whitefish, Montana, will be in operation for the summer months, beginning around the middle of June.







Above: Lummi youngsters provide much of the entertainment at the Water Stommish.

Upper right: Lummi Indians clad in the colorful attire of their ancestors.

Above: Fast dugout canoes cover the 4-mile course in 15 to 18 minutes.

Lummi Indian Stommish Water Carnival

Hundreds of years before the white man invaded what is now Washington, Indians of the Lummi tribe gathered annually for a summer celebration at Gooseberry Point, a peninsula that juts out into Puget Sound.

Seven years ago the annual festival was restored as the Lummi Stommish Water Festival, at the identical spot, now part of the Lummi Indian Reservation, near Bellingham.

Since 1947, the size and scope of the event has increased tremendously. For the 1953 celebration, other Indian tribes from the Puget Sound and British Columbia areas joined in various events.

Main features of the festival are daily races between war canoes each manned by a team of 11 men. As many as 11 canoes participate at one time. Facilities are such that thousands of spectators may witness the races from the shores of the mainland or on the Lummi Island side.

The Lummi Stommish Water Carnival is sponsored by the John Kittles American Legion Post No. 196 of Marietta, Washington, one of several all-Indian posts in America.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Fargo-Moorhead Sleeping Car Service

Pullman standard sleeping car service between Saint Paul-Minneapolis and Moorhead-Fargo will be provided by the Northern Pacific Railway on its trains 3 and 4, during the period June 1 through September 30, 1953.

Under the rotating plan, which alternates this service every four months between Great Northern and Northern Pacific, there will be no setout Twin Cities-Fargo sleeping car operated by Great Northern during this period. Great Northern will, however, operate a standard sleeping car between Saint Paul-Minneapolis and Grand Forks 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 setout sleeping car.

SOUTHERN CALIFORNIA

(Continued from page 9)

Southern California's subtropical waters and favor such sandy stretches as Huntington Beach and Long Beach.

Almost any Southern California headland offers starfish in reddish, bluish, or purplish colors. At the art colony of Laguna Beach, the La Jolla coves, or the great man-made harbor at San Pedro, starfish are often found lying two deep in rock-lined pools.

A herd of sea lions leads a happy life on a sand bar at the mouth of Alamitos Bay in Long Beach. Highly intelligent, the sea lion is the "trained seal" of the circus. At Catalina, another herd can be seen close up from a sightseeing launch.

The comical pelican "whose beak can hold more than his belly can", makes his home along the Southern California coast, but especially around the pleasure piers of Santa Monica Bay and elsewhere. Waddling in the surf, the pelican is nature's beach buffoon, delighting visitors with his ridiculous antics.

Many vacationers travel one way, to or from California via Great Northern's northern evergreen route at little or no additional round trip rail fare than is charged when using more direct routes in both directions. Stopovers in Glacier National Park in Montana, the Pacific Northwest and elsewhere also may be arranged without additional cost. Great Northern's streamliners Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California.

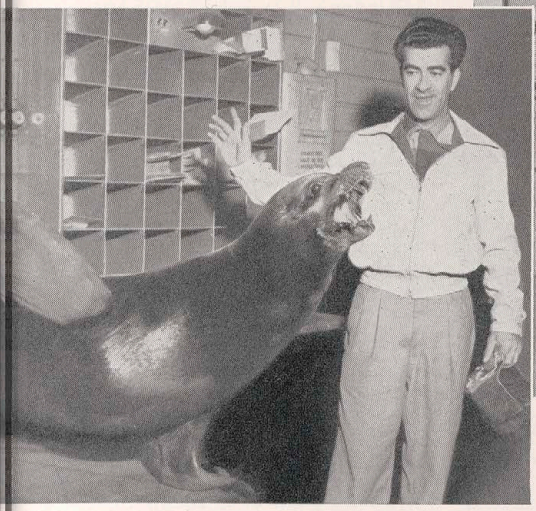
Alaska SS Appointments

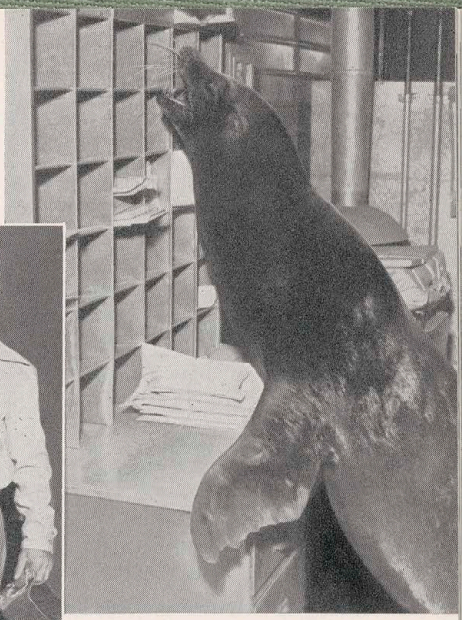
G. S. Duryea has been appointed assistant to the vice president and general manager of the Alaska Steamship Company. Duryea, general freight and passenger agent at the time of his appointment, will be in charge of the company's unitized cargo operation.

J. J. Dillon, agent at Nome, has been named special assistant to the assistant general traffic manager at Seattle.

Other Alaska Line appointments include W. W. Sipprell, general agent at Seward to agent at Nome; Clarence R. King, assistant agent at Seward to agent there; J. W. Jeffrey, superintendent at Seward to general agent there; Tom Ousdale, assistant chief clerk in the Seattle freight office to assistant agent, Seward; Thomas F. Bowen to assistant agent at Anchorage.

Sharkey, with flippers flapping, and trainer Billy Roe, leave Minneapolis on GN's Western Star. Minneapolis Star photos.





Before settling down in his quarters, Sharkey checks pigeonholes in mail baggage car for "fan mail."

Aboard the Western Star

A recent passenger on Great Northern Railway's streamlined Western Star, traveling between Minneapolis, Minnesota, and Seattle, Washington, was "Sharkey", famed educated seal of the circus, stage and television. Sharkey's traveling companion was his trainer, Billy Roe.

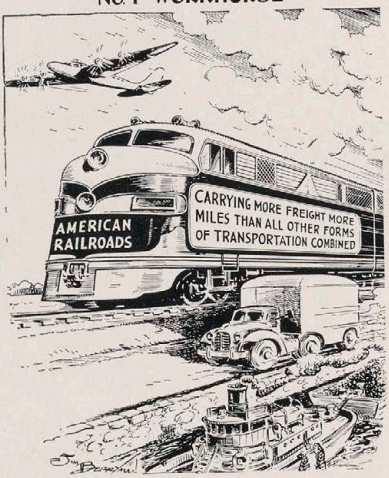
Sharkey and Mr. Roe vacationed in Minneapolis for several weeks, following an engagement at the city's annual Sportsmen's Show, before proceeding by rail for an appearance in Vancouver, British Columbia.

Sharkey, who is actually a sea lion rather than a fur seal, occupied "lower berth" quarters in the mail-baggage car—a specially constructed tank of water built at floor level, and screened to keep its occupant from wandering about.

Before departing from Great Northern's Minneapolis Passenger Station, Trainer Roe put Sharkey through some of his paces for the benefit of Western Star passengers.

Reduced rate, tax-exempt, round-trip railway coach fares for furloughed military personnel traveling in uniform at their own expense have been extended from July 31, 1953, to January 31, 1954.

No. 1 WORKHORSE



WHITEFISH-GN ANNIVERSARY

(Continued from page 7)

23, will be called Whitefish Day. Great Northern Day will be July 24. A banquet that evening will honor veteran railroaders who were in service in 1903.

Saturday and Sunday, July 25 and 26, will be the annual Gala Days show of the Mountain Trails Saddle Club. A spectacular parade is scheduled for Saturday, with gaily decorated floats representing the varied sports activities of the area—skiing, golf, fishing, hunting, boating and swimming—and, of course, horses. The Saddle Club's big western-style dance will be held in the evening. Both days will see the streets swarming with people in western costume. Whitefish is not cow country, but playing cowboy is fun.

Sunday, as a dramatic finale, the Saddle Club will hold its annual O-Mok-See, games and contests on horseback, with horsemen and their trained mounts from many areas in Montana competing.

Each admission ticket to the O-Mok-See will carry with it a chance to win a whole steer, either on the hoof or prepared for the freezer.

The time between main events of the big birthday party will be filled with activity—street dancing, baseball games, a carnival, contests and other entertainment.

Among the earliest settlers in the area were the five Baker brothers who came out in 1885 and did a thriving logging business. Some of their descendants still live in Whitefish. Mrs. William Baker of a younger generation, did a lot of historical research two years ago and found that it was the Baker brothers who, bossing a small army of men, logged off the townsite in July, 1903. It was platted by Fred Grinnell, president of the Whitefish Townsite Company, and Charles Babcock, Great Northern land commissioner.

From the very beginning, Whitefish people were loud in their admiration of Whitefish. "Chip in a good word for Whitefish whenever possible" is a slogan that appears in the very first issue of the weekly Whitefish Pilot (named for the cowcatcher on a locomotive) way back in January, 1904.

Whitefish residents of the present generation are still cheering for the town. That's why they are going all out to put on a four-day birthday party for it in July, 1953.

GN Vets Meeting

Approximately 1,000 long-time present and retired employes attended the 41st annual meeting of the Veterans' Association of the Great Northern Railway, held in Great Falls, Montana, on June 6. One special train was operated to Great Falls from Saint Paul, and another from Grand Forks, North Dakota.

Each of the organization's 4,300 members is or has been a Great Northern employe for 25 continuous years or more.

GN Progress Report

Location of 270 new industries along Great Northern Railway in 1952 is reported in the recently issued 64th Annual Report to Stockholders.

New industries include a 45-million dollar aluminum reduction plant, fruit and vegetable warehouses, grain elevators, lumber mills, oil-loading facilities, sugar refinery, grocery and hardware distributing businesses in Minnesota, North Dakota, Montana, Washington, Oregon and British Columbia.

The railway's gross operating income for 1952 was over 260 million dollars, a new high for the third successive year. Net income was 27¾ millions, equivalent to $9.10 per share.

Freight revenue totaled 226⅓ millions as compared with 215½ millions in 1951. The railway handled its largest volume of passenger business in five years. Passenger revenue exceeded 14 millions, nearly five per cent over 1951, as compared with a one per cent increase for the entire industry.

Expenditures for capital purposes totaled 35¾ millions; of this amount nearly 25½ millions was spent for diesel power and other equipment.

The company spent 73.6 cents of every operating revenue dollar for operating expenses in 1952. With one exception, this was the lowest operating ratio for any year since 1944.

Taxes in 1952 totaled more than 38 millions, an increase of nearly 1¼ millions over 1951.

The railway received five national awards in 1952 including the E. H. Harriman Memorial Certificate for Safety Leadership Among Class A Railways in the Western District, and the National Safety Council's Award of Honor.

Equipment and motive power scheduled for delivery in 1953 includes 500 boxcars, 300 hopper cars, 200 flat cars, 100 covered hopper cars and 37 units of diesel power.

Prospects are for a record-breaking movement of iron ore from the Lake Superior district this year.

Exploration and drilling in the Williston Basin oil field continue active, and existence of substantial quantities of lignite, salt and sodium sulfate in the region give promise of an important industrial future for the Great Northern's territory in the basin.

Glacier National Park

During the 1953 Glacier Park season, June 15 through September 10, GN train No. 3, the westbound Western Star, will stop at Glacier Park Station for not to exceed 15 minutes. Departure time will be 12:55 PM. Blackfeet Indians in their colorful regalia, led by a Blackfeet Chieftain, will be at the station to meet westbound and eastbound Western Stars.

W. J. Garrity, Great Northern traveling freight and passenger agent at Helena, Montana, will be in charge of the Reservation Bureau at Glacier Park Hotel. Morris Lanpher will be located at Many Glacier Hotel as Pullman agent. Information agents are June G. Nestingen, Lake McDonald Hotel; Charles R. Porter, Many Glacier Hotel; Mary Winterhager, Glacier Park Hotel.

Hotel and Cabin Camp managers for the 1953 season are: F. G. Whitwell, Glacier Park Hotel; Mrs. Beatrice D. Frase, Lake McDonald Hotel; Lloyd J. Seilset, Many Glacier Hotel; Harley H. Boswell, Prince of Wales Hotel; Mrs. Frances Van Slyke, Swiftcurrent Cabin Camp; Mrs. Mary Harris, Rising Sun Cabin Camp.



GREAT FALLS

(Continued from page 11)

laws, in the coffee shop and the luxurious observation-lounge.

During the summer vacation period westbound from Chicago June 13 through September 7, and eastbound from Seattle and Portland June 15 through September 9, seats in 48-seat Day-Nite coaches will be reserved in advance and at no extra cost for revenue passengers traveling between Seattle and Spokane, between Portland and Spokane, to and from Glacier Park Station and Belton, and between any two stations where the journey is 500 miles or more. Where the journey is under 500 miles, seat reservations will only be accepted 24 hours prior to date of departure from starting point.

Great Falls, largest city in Montana, with a population of approximately 40,000, lies roughly halfway between Glacier and Yellowstone National Parks, and is the gateway to primitive mountain regions, fishing, hunting and dude ranch areas popular among vacationists.

Progressive and modern, Great Falls is primarily an industrial city with huge copper and zinc refineries and fabrication plants, flour mills, oil and gas refineries and other manufacturing establishments. Agriculture, livestock raising, wool producing, mining and rich oil and gas fields in the surrounding territory are also important to the city's economy.

The city is named for the "Great Falls of the Missouri" discovered by Lewis and Clark in 1805, and which have been harnessed to provide vast amounts of hydroelectric power.

The "Giant Springs" a few miles distant discharge almost 400,000,000 gallons of water every 24 hours from a source never determined.

Great Falls is also noted for its collection of paintings by Charles M. Russell, famed cowboy artist who lived there from 1897 to his death in 1926. Full color reproductions of several of Russell's paintings are displayed in the observation-lounge of the Western Star.

Election

At the recent Installation Dinner of the Pittsburgh, Pennsylvania, Passenger Club, newly elected officers who assumed their duties for the fiscal year 1953-54 were: F. B. Wagner, CPA, CB&Q, president; W. L. James, ACTA, B&O, first vice president; M. A. Brieschke, CPA, Santa Fe, second vice president; S. A. Wagoner, CC, B&O Passenger Traffic Department, secretary-treasurer.

Members of the Executive Committee are E. J. Doerste, DPA, MP; W. E. Hussing, PR, PRR; Joseph Staska, CPA, SR; H. S. Wykoff, TPA, Milwaukee Road; G. F. Holland, superintendent, Pullman Company; C. E. Case, TC, City Ticket Office, PRR; H. A. Lindsey, TF&PA, NP.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1953, are: Clark L. Angell, conductor, Litchfield, Minn.; Lloyd W. Burch, agent, Stanford, Mont.; Charles H. Burman, engineer, Fargo, N. D.; Wilfred R. Chivers, engineer, Minot, N. D.; Albert W. Elmgreen, superintendent, ore docks, Superior, Wis.; Irvin R. Griffin, engineer, Willmar, Minn.; Charles G. Moore, engineer, Minneapolis, Minn.; Alex W. McEachran, engineer, St. Paul, Minn.; Arthur P. Olson, agent, Bancroft, S. D.; Charles H. Porter, agent & operator, Choteau, Mont.; William Schlechte, car foreman, Fargo, N. D.; Bernard E. Wreske, engineer, Breckenridge, Minn.; Emil Zahn, engineer, St. Cloud, Minn.; Otto Zarling, engineer, Breckenridge, Minn.

Members reported pensioned during May, 1953, are: George Dedeluk, laborer, Minneapolis, Minn.; Carl A. Fagerstrom, engineer, Hillyard, Wash.; Peter Gonier, locomotive engineer, Minneapolis, Minn.; George Hull, pumper, Wolf Point, Mont.; George W. Holmes, conductor, Great Falls, Mont.; Frank Kaluza, section foreman, Harlem, Mont.; George Knapper, carman, Grand Forks, N. D.; Leo P. Manion, lineman, Grand Forks, N. D.; Charles F. Smith, assistant car foreman, Seattle, Wash.; Anton M. Strand, conductor, Breckenridge, Minn.; Richard J. Veldink, locomotive fireman, Grand Forks, N. D.

* * *

E. E. Adams, GN district engineer at Duluth, retired on May 31, 1953. His successor is L. G. Reichert, Saint Paul office engineer since early 1951. Succeeding Reichert is W. H. Gordenier, chief draftsman in the engineering department since 1948.

M. E. Gieske, GN lumber and fuel agent in the Purchasing Department, Saint Paul, has been appointed assistant to the purchasing agent.

* * *

The telephone number at Great Northern Railway's traffic office in Milwaukee, Wisconsin, has been changed to Broadway 1-1753.

* * *

L. A. Goyer has been appointed depot ticket agent, Canadian National-Great Northern Railways in Winnipeg, Manitoba, succeeding C. R. Forsyth, promoted.

* * *

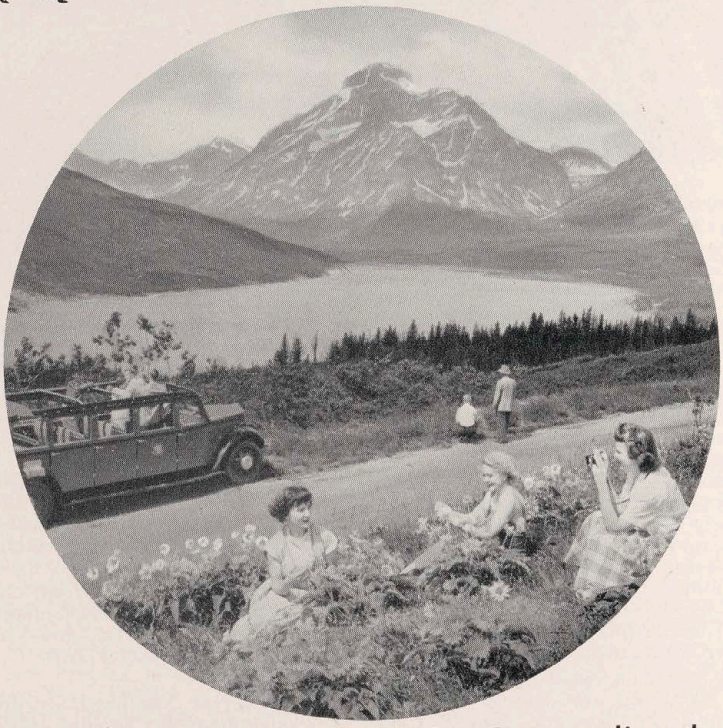
John A. Tauer, vice president and comptroller of Great Northern Railway has been elected president, Twin Cities Control of the Controllers Institute of America. W. N. Norris, GN general auditor has been elected treasurer of the Twin Cities Chapter of the National Association of Cost Accountants.



For a great vacation

Glacier Park

and the Pacific Northwest



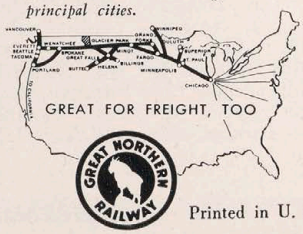
Vacation *all the way*...Go Streamlined

WESTERN STAR

2-in-1 Vacation! See Glacier National Park in the Montana Rockies . . . wild flowers ablaze . . . azure lakes . . . rimmed by peaks like Rising Wolf Mt., above. And see the Pacific Northwest . . . the Cascades, the Columbia. See all on one carefree, car-free vacation! Go Great Northern!

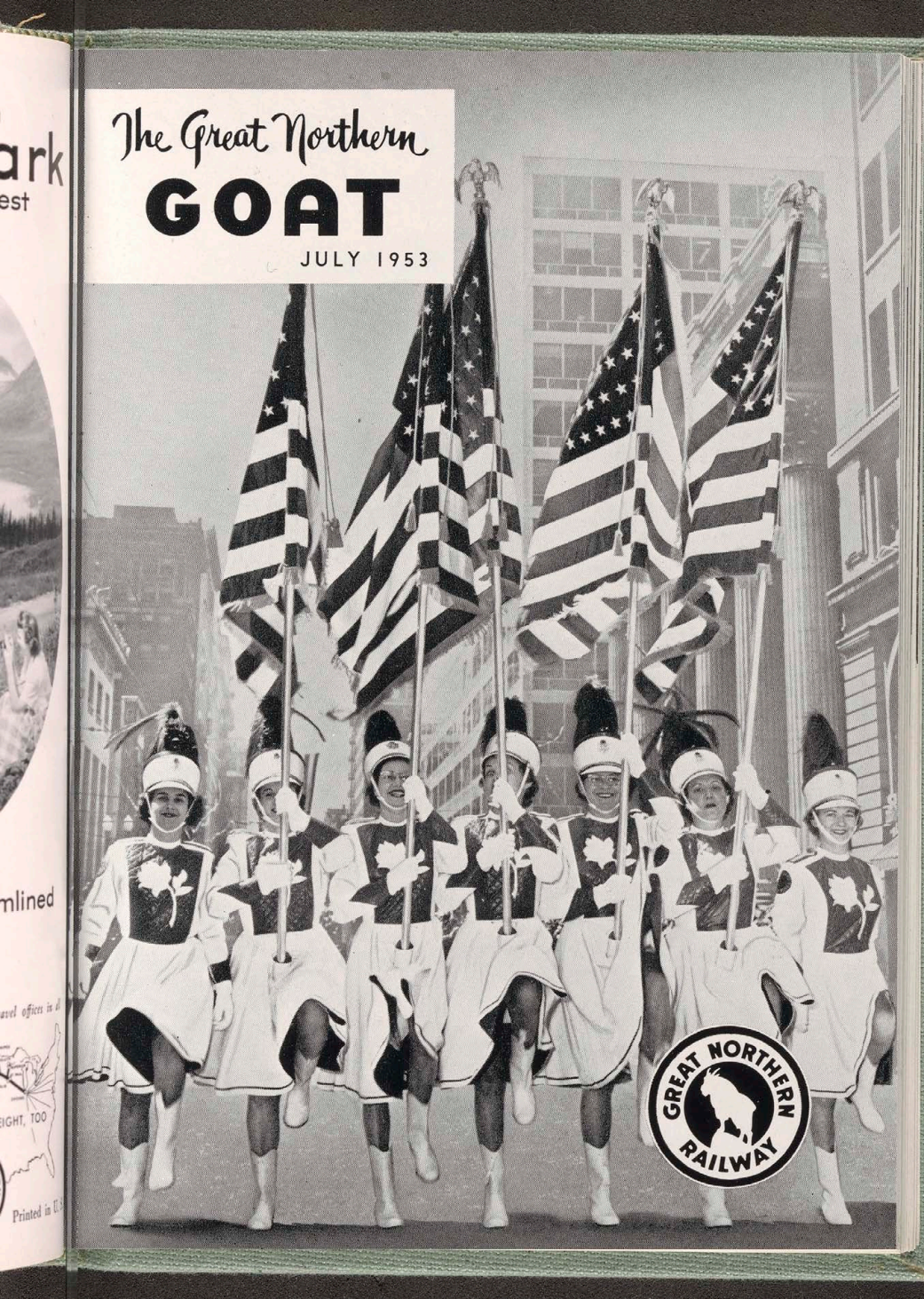
The Western Star serves Glacier Park June 15 thru September 10.

Great Northern travel offices in all principal cities.



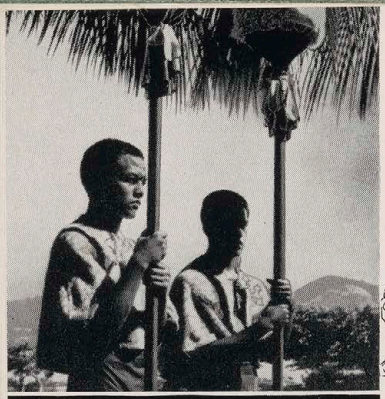
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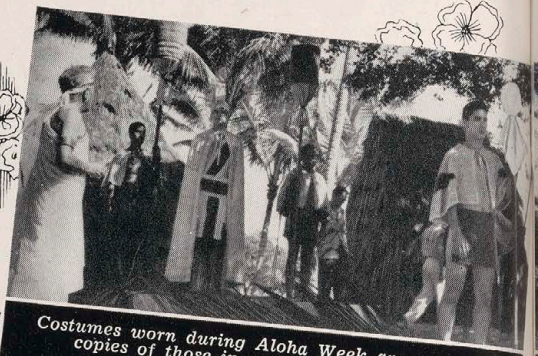

The Great Northern
GOAT
JULY 1953
GREAT NORTHERN RAILWAY

Aloha Week

HAWAII'S MARDI GRAS



Pages to the Royal Court of Hawaii's Aloha Week await their cues.



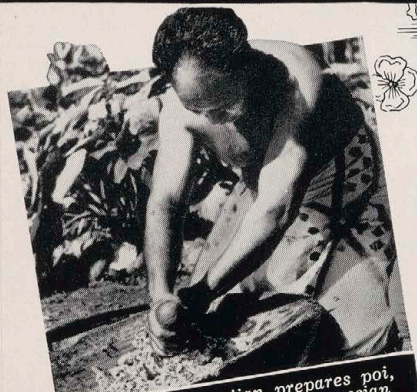
Costumes worn during Aloha Week are authentic copies of those in vogue during the days of the Kingdom.



Skilled Polynesian lei makers work with brilliant, fragrant blossoms.



Doll-like Japanese, part of Hawaii's racial mixture present oriental tableaux.



A husky Hawaiian prepares poi, staff of life, for the Polynesian population.



Paper Chinese dragons add an Oriental touch to the Aloha Week parade. Hawaii Visitors Bureau photos.

Hawaii's Greatest Outdoor Festival

In the Hawaiian Islands where fall is warmer than summer and flowers bloom all year around there's an October outdoor festival that lasts a whole week with celebrations morning, afternoon and night.

Costumes, music and dances of all the lands whose adventuresome people settled the mid-Pacific islands are flashed before island visitors in a series of pageants, parades and parties.

Called "Aloha Week", the festival has the stature of an island Mardi Gras and now annually draws thousands of visitors to Honolulu and neighboring resort centers.

Hawaii's cultural leaders and native musicians are already mapping celebrations and writing newscripts for programs reviving ancient Polynesia and the old Hawaiian kingdom.

Oriental societies and troupes are screening Japanese, Chinese and Korean talent for dancers versed in the techniques of stately classical pantomine brought to the islands by their ancestors.

Filipino boys and girls practice hopping over bamboo poles for their lively "rice bird" dance and Puerto Ricans limber up their rhumba shoulders.

Special displays of tropic flowers, Pacific antiques and royal mementos will be open to the public. Pageants presented by Hawaii's children will round out the fast-moving festival events.

Dates for 1953 Aloha Week festivities in Honolulu are October 18 through 24.

Passengers arriving October 19 on the liner Lurline, will be extended a typical festival welcome when the vessel enters Honolulu harbor. Aloha Week royalty in full regalia will also be on hand when, later the same day, the Lurline leaves on the return voyage to the mainland. The day also marks the opening of the Hawaiian village where, during the balance of the celebration week, costumed natives will re-enact the life of early Hawaii. During the evening a "Hoolaulea" is scheduled at Waikiki, with singing and dancing by Hawaiians, Samoans, Filipinos, Chinese, Japanese, Puerto Ricans, Koreans and Portuguese.

The evening of October 20 will be given over to a Pageant of Hawaiiana; the 21st, a Water Carnival; the 22nd, the International Pageant, and the 23rd, the International Lantern Parade with floats carrying costumed dancers and musicians, and hundreds of robed marchers.

The final day, Saturday, October 24, features a program of thrilling water sports; the Molokai to Oahu outrigger canoe race, with paddlers arriving at Waikiki beach in the early afternoon; "Hawaii Calls", network radio broadcast; a Surf Carnival; Hukilau, an old-fashioned fishing festival with Hawaiian hulas, Samoan siva-sivas, pageantry and feast food, and "Hoolaulea", street celebration.

The Royal Ball, traditional climax to Aloha Week, with islanders re-enacting court scenes of the lost kingdom, ends the 1953 festivities.

Travelers bound for Hawaii from Eastern and Midwestern areas may, at no additional round trip rail fare, go in one direction either to or from shipside at San Francisco, via Great Northern's route through the evergreen Pacific Northwest. GN's transcontinental streamliners Empire Builder and Western Star make connections at Portland and Seattle with daily streamliners to and from California.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



VOL. 23 July, 1953 No. 7

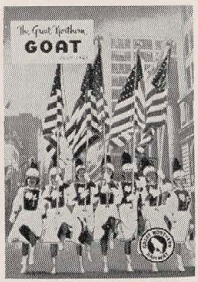
Published monthly by the Traffic Department of the Great Northern Railway Company in the interest of individuals and organizations engaged directly or indirectly in the handling of industrial traffic matters and travel by railroad.

IVAN A. COPPE, Editor

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



Stepping high in Portland's Rose Festival Grand Floral Parade was the color guard of Portland Post No. 1, American Legion.

Photo by Carl E. Vermilya.

Your Railroads

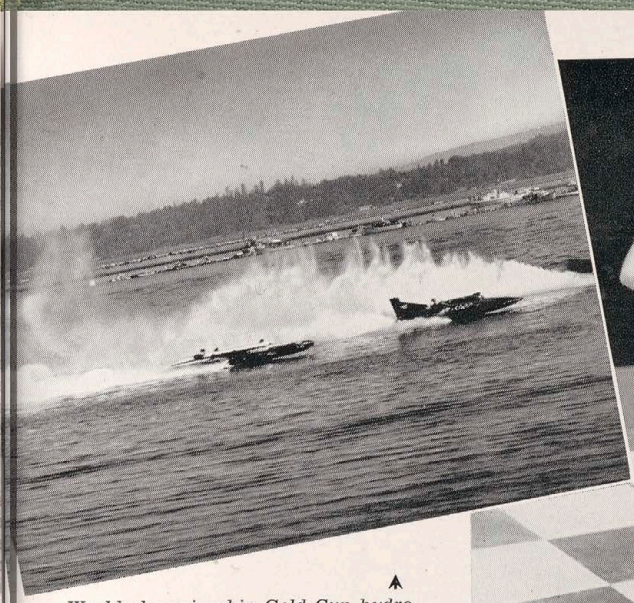
One stretch of railroad track looks pretty much like another, and in one very important respect, that's true. All railroad track, everywhere in America, is exactly four feet, eight and one half inches wide.

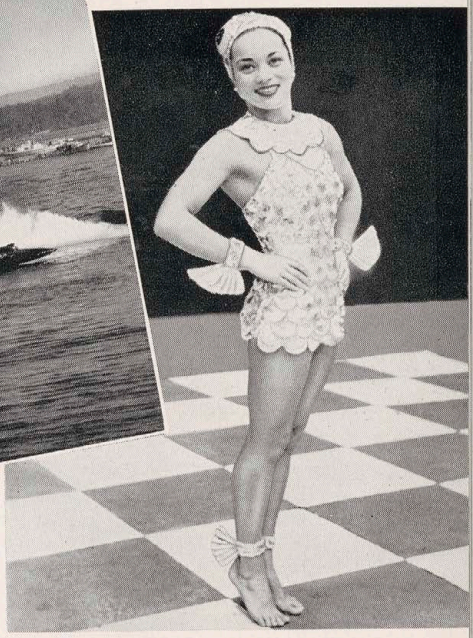
Upon closer examination it will be found that every single rail in America's main track has a complete and individual life history. A system has been set up whereby each rail is branded to show the year and month it was made, the mill that produced it, the batch of steel from which it was rolled, and the ingot from which it was made.

As you drive past a stretch of railroad track, you may see it being "interviewed" by men in rail detector cars. These railroad research men are working with complex electronic devices to find if there are any internal defects in the rail. If there are, that rail is immediately replaced, long before any actual failure can develop.

Rail examinations are conducted continually on the world's largest proving ground, the two hundred and twenty-five thousand miles of the nation's main track. Rail removed for causes other than normal wear is analyzed, and ways are sought to correct the cause of the flaw. In that way, America's railroads, which spend over one hundred million dollars annually for new rail, assure themselves of the highest quality rail obtainable.

Rail research is only a part of the exhaustive, endless search for new ways and means to provide more efficient, more economical rail service. This extensive research program has played a major role in helping the railroads improve every phase of their operation, year in and out, and thus remain the foundation of the nation's essential transportation system.





World championship Gold Cup hydroplane races are held on Lake Washington during Seattle's Seafair week. Forde Photo.

Double Olympic Champion (springboard and tower) Vichi Draves, one of the headliners of the 1953 Aqua Follies.

Seattle Midsummer Seafair

Events of national scope will be featured during Seattle's fourth annual Seafair midsummer celebration July 31 through August 9, including the Gold Cup Race, world championship hydroplane racing event, scheduled to be run at Lake Washington, August 9.

Visitors from all over the land will converge on this magnetic summer playground not only for many nationally important events but also for more than 100 other spectacular phases of entertainment.

Thousands of Seattleites will march in parades, sing and dance together, rub elbows at the glittering Coronation of King Neptune IV and the Queen of the Seas.

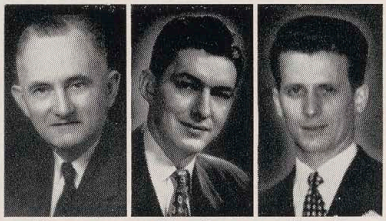
Visiting Queens from many other Pacific Northwest civic celebrations will be guests of honor. Aqua Follies, the splendor-bedecked water and stage musical, will perform a 16-show stand in the Aqua Theatre at Green Lake. There will be five coordinated parades: opening day Participants Parade; Grand Parade; Kiddies Parade; Chinese Community Night Parade; and Torchlight Night Parade.

In recognition of Seattle's importance as a seaport and naval headquarters for the Fifth District, the Navy will parade many combat-type ships, some veterans of World War II and Korean actions, in Elliott Bay before an estimated half million spectators. The Navy will also stage

(Continued on page 6)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Appointments



Meyers *Strecker* *Koenigs*

Paul Meyers, general agent passenger department, in Great Northern's traffic department office in Tacoma, Washington, has been appointed general agent, with both freight and passenger duties.

Frank L. Strecker, city passenger agent, becomes traveling passenger agent, and C. M. Koenigs, city ticket agent, has been named city passenger agent.

SEATTLE SEAFAIR

(Continued from page 5)

a demonstration of jet planes, helicopters, and submarines.

In addition to the other traditional events such as outboard races, regattas, track meets, square dances, Scotch Highland Games, junior crew races and fireworks, a brand new sports event offering thrills and speed aplenty will be held at nearby Paine Air Force Base. The event will feature more than 100 sports cars of American and foreign makes competing in races sanctioned by the Sports Car Club of America and subject to 1953 SCCA Regulations.

Tying in with the year-long statewide Washington Territorial Centennial Celebration, a Centennial Queen will be chosen from among the visiting queens and crowned at the August 6 performance of the Aqua Follies. She will represent the Territorial Commission at various fairs and community events for the balance of the year.

New York Sightseeing

One of America's favorite boat rides is a three-hour sightseeing cruise around New York's Manhattan Island, operated by Circle Line-Sightseeing Yachts, Inc.

Sailings during the 1953 season are scheduled daily at 10:30 AM and 2:30 PM through November 1, with 6 PM departures through September 7. Additional trips are provided during July, August, September and October, and yachts are available for charter, moonlight cruises, and special trips on New York Harbor, the Hudson River and other adjacent waters. Yachts leave from the Circle Line pier at West 42nd Street and Hudson River. All Circle Line vessels are equipped with public address systems. Experienced guides describe points of interest.

GN Educational Tours

During the school year just ended, more than 5,000 Puget Sound children of school and pre-school age rode Great Northern Cascade division passenger trains on organized educational trips.

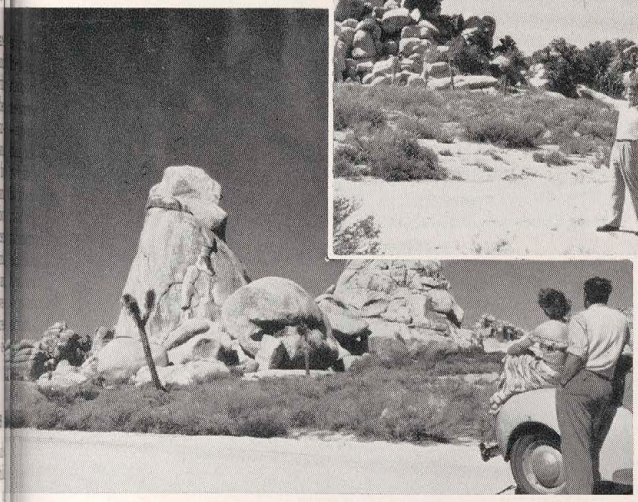
Most of the groups which included not only school and pre-school classes but youth organizations such as Cub Scouts and Campfire Girls, came from Seattle, Everett, Mount Vernon and Bellingham, all in Washington. The majority rode GN's popular streamliners, the Internationals, which provide fast, three times daily service between Seattle and Vancouver, British Columbia.

The heaviest influx during the period between September, 1952, and June of this year, came near the close of the spring semester when 18 groups comprised of 667 youngsters and escorts were transported during the week of May 25.

The educational trips are not promoted by Great Northern, but are spontaneous individual movements.

Joshua Trees, actually members of the lily family, often attain a height of over 25 feet. →





← *Grotesque rock formations at Southern California's Joshua Tree National Monument.*

California In Midsummer

July and August usually wind up the summer season in Southern California's four-season, year-around vacationland. Events of special interest to vacationers include fiestas, mountain celebrations, and an unusual fishing derby where no tackle is required.

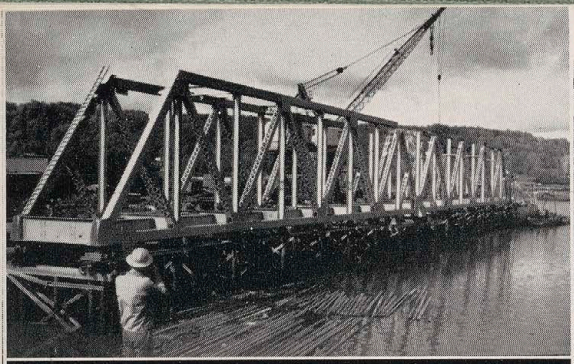
The grunion, a tasty-anchovy-like fish, rides the breakers onto the beach at night when the tide is high. Mrs. Grunion does a little dance on the beach, scoops a hole in the sand with her tail and Mr. Grunion fertilizes the eggs she lays. If all goes well, the fish are swept out to sea by the next breaker, but often they are caught by eager grunion hunters. There is no danger of these fish becoming extinct, as there may be thousands of them in a single breaker.

Movie and TV stars in the making can be seen by visitors at the annual Midsummer Drama Festival. The famed Pasadena Playhouse features the comedies of William Shakespeare through September 6. The Playhouse prides itself on being the only stage in America which has produced every play written by the great bard.

Because of its proximity to Hollywood, this theatre serves as a new talent showcase. Scouts from the movie studios and the new Hollywood Television Cities are often seen.

An interesting trip from Los Angeles through Red Rock Canyon, past the tallest peak in the Continental United States, to Death Valley, lowest point in the western hemi-

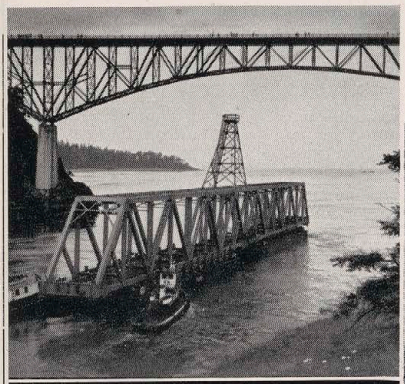
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GN's new Swinomish Slough swing draw span during erection at dock on Seattle's Duwamish Waterway.



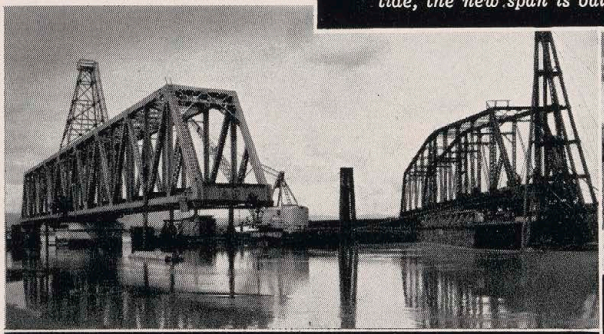
Traveling crane lowers a heavy section of top cord into position during construction.



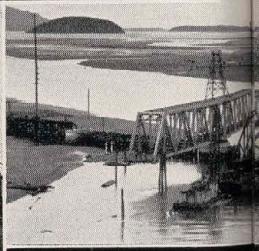
The "floating bridge" is eased through tricky Deception Pass escorted by three tugs.



Lowered onto its pivot pier by a descending tide, the new span is balanced perfectly.



Old (right) and new swing draw spans. Barges moved into position under old span preparatory to floating it off at high tide.



The pivot pier, center of ... for the new, since ...

Operation: Drawbridge

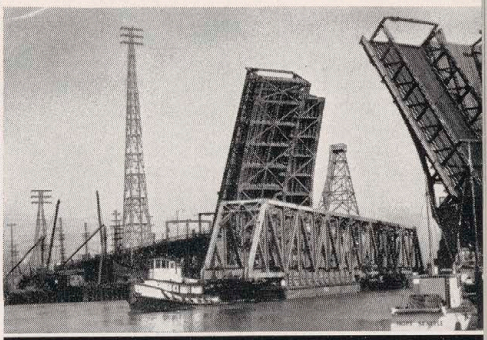
GN HARNESSES TIDE TO REPLACE OLD BRIDGE ON PUGET SOUND

Great Northern engineers recently harnessed the gravitational pull of the moon upon the earth to set a new bridge in place on the railway's branch line between Burlington and Anacortes, Washington.

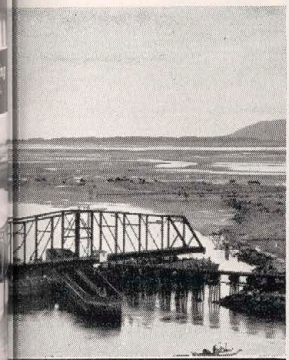
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The 775-ton span is floated from its construction falsework on two 120-foot barges.



The 368-foot swing draw span passes under Seattle's Spokane Street drawbridge.

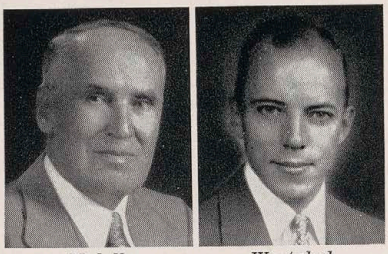


span, serves as east end tion of the project.



With the old span out of the way, the new is swung into position, deck and rail laid, and approach completed.

Retirement



Mulally *Westphal*

Edwin C. Matthias, vice president and general counsel of Great Northern Railway announces the retirement of James H. Mulally, after 33 years as a member of the railway's Law Department in Saint Paul.

Mr. Mulally, assistant general counsel since 1945, has been in charge of the trial of personal injury and freight claim suits. He affiliated with the railway as attorney in 1920 following 10 years in private practice, and in 1929 was appointed general attorney.

W. P. Westphal has been named assistant general solicitor. Westphal joined the railway in 1947 as an attorney.

Donald E. Engle, special attorney in the office of the Minnesota state attorney general since 1951, has joined Great Northern's Law Department with title of attorney.

OPERATION DRAWBRIDGE

(Continued from page 9)

Actually the ebb and flow of the tide was utilized to lower an older bridge and elevate a heavier new span in its place.

Locale of the unusual operation, the largest project of its kind ever undertaken on the Pacific Coast, was Puget Sound, Western Washington's "inland sea", an arm of the Pacific Ocean. Focal points were Seattle, where the 368-foot span was fabricated, and Swinomish Slough, 80 miles north, where Great Northern's Burlington-Anacortes branch line crosses navigable salt water.

Removal of the old, obsolete span and placement of the new 775-ton swing draw bridge was accomplished on two successive high tides within a 12-hour period. Although the complete job took three days, Saturday, Sunday and Monday, June 13-15, the 16-mile branch line, which does not normally operate on week ends, was out of service only one day.

Fabrication of the new span took place on falsework alongside the Manson Construction and Engineering Company pier on Seattle's Duwamish Waterway. The Manson firm was primary contractor, with the Arthur Fralick Company subcontracting for the erection.

With riveting completed and part of the bridge machinery installed, the span was ready to be floated on June 10. With all but the supporting end and center bents pulled away, two 120-foot barges were moved under on low tide that morning. At high tide in the afternoon, the 368-foot truss type span, 22 feet wide and 34 feet high, was riding the waves.

Stoutly secured to the barges and maneuvered by three tugs, the span was towed out into Elliott Bay at the foot of downtown Seattle on June 11. There began its 80-mile voyage up Puget Sound to the bridge site 5½ miles southeast of Anacortes.

Narrow and hazardous Deception Pass, which connects the inner and outer waters of upper Puget Sound, was the trickiest obstacle of the entire movement, which was handled by the Foss Launch and Tug Company. Passage was smoothly negotiated at low tide the morning of June 12.

(Continued on page 12)



Stropping

Stopping at a small community in the deep South, the stranger from the North sauntering around gazed curiously at a lean scraggy animal which was rubbing itself against a scrub tree. "What do you call that?" he inquired of a native. "Razorback hawg, suh," replied the native. "What's he doin' rubbing himself against that tree?" Answered the native, "He's stropping hisself, suh; just stropping himself."

* * *

Eye for Eye

Farmer Brown was having a particularly difficult time talking his banker into giving him a much-needed loan. Brown was persistent, however, and staring into one of the banker's eyes, kept up his plea. Eventually the banker said "Look me in the other eye, the one you are staring at is glass." "I know," replied Brown, "but that eye seems so much more sympathetic."

* * *

The Hope of All

Discussing the events of the day after dinner, Gladys remarked to her husband, "Charlie, someday we'll be rich." Reaching over and taking her hand, Charlie replied "Darling, we are rich! Someday we'll have money."

Turn Over, Joe!

Approaching the pearly gates, a woman asked Saint Peter, "Do you know if my husband is here; his name is Smith." "Lady," replied Saint Peter, "we have lots of Smiths here. You'll have to be more specific." "Joe Smith," answered the lady. "Lots of those, too. You'll have to have more identification," said Saint Peter, "Well," said the lady, "when Joe died he said that if I was ever untrue to him he'd turn over in his grave." "Oh!" replied Saint Peter, "you mean 'Pinwheel' Smith."

* * *

Literally

Mother, her arms filled with packages, got on a bus with her small daughter. The little girl had the fare for both and dropped it in the fare box. Then she seemed to feel that a word of explanation was in order. So, proceeded the little girl "I'm paying the money," loud enough to be heard by all the bus passengers, "my mommy is loaded."

* * *

Too Informed

Chief Clerk: "Do you think you know enough to be useful in this department?"

Office Boy Applicant: "Know enough! Why, I left my last job because the boss said I knew too much."

Governors' Conference



Seattle, Queen City of Puget Sound. Louis C. Williams photo.

One of the major events to take place in Washington State during the current Territorial Centennial celebration will be the 45th Annual Conference of Governors at Seattle, August 2 to 5.

It is the first time the conference has been held in the Pacific Northwest and plans have been made to entertain the 54 state and territorial governors and their parties with typical Washington hospitality.

Highlight of the conference will be the expected visit of President Eisenhower. Barring unforeseen circumstances, the President will attend the State Dinner on August 3, and deliver a nationwide address on TV and radio.

The three-day governors' conference will be a working meeting rather than a vacation. The state executives will discuss issues of education, penology, natural resources and the relationship between federal and state governments.

OPERATION DRAWBRIDGE

(Continued from page 10)

On high tide at 3 AM June 13 in a driving rain storm, the span was eased into position over its pivot pier and secured, although left maneuverable enough so that it could be inched in any direction. At 5:30 AM, the gears in the span and pier meshed perfectly, and by 6:40 AM the span was resting high and dry on the pier.

The new pivot pier and a new end pier had been constructed previously just west of the old pivot pier and beneath the old span in closed position. The original pivot pier is now utilized as an end pier on the east approach.

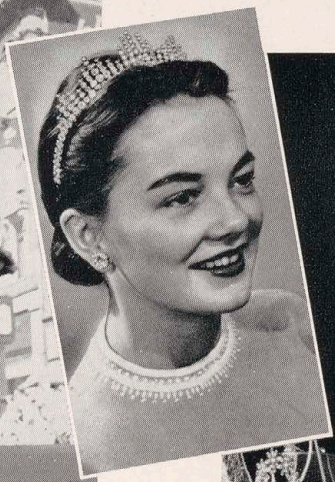
Next the barges were released from the new span and moved into position under the old, which was floated from its pivot pier on the rising tide. By 6 PM that day, the old span, built in 1891 and obsolete for heavy loading, was on its way to Seattle to be salvaged.

On June 14 and 15, decking and rail were laid and work on the approaches completed. At 8:30 AM, June 16, the line was back in service.

The new swing draw span provides a 100-foot clear channel for navigation at the point where the railway crosses Swinomish Slough, which links Padilla and Skagit Bays on upper Puget Sound. Total length of the bridge including approaches is 934 feet. Two 25-horsepower motors power the swing span, which can be controlled either from the span itself or remotely from the shore.

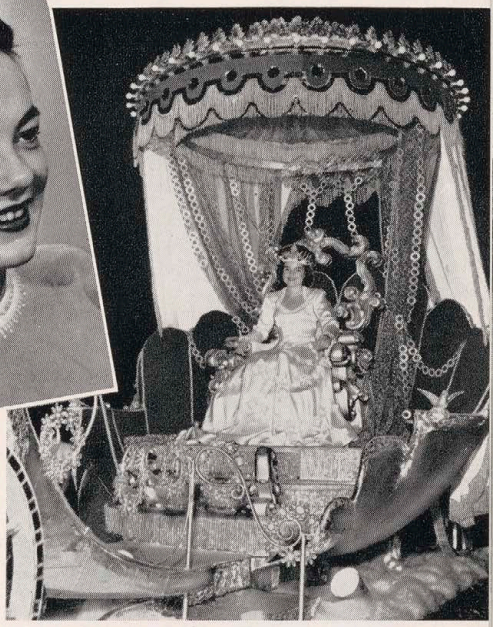
Total cost of the unusual project is estimated at three-quarters of a million dollars, considerably less than had it been handled by conventional methods. A primary consideration was the fact that any other method of construction would have taken the branch line out of service for at least two or three weeks.





Above: Champion baton twirlers lead smartly uniformed bands, drum and bugle corps.

Center: 1953 Queen of the Lakes Joanne Melberg.



Lavish floats and beautiful girls feature Aquatennial parades.

City of Lakes Aquatennial

The Aquatennial, spectacular summer festival staged annually in Minneapolis, Minnesota, will again make the "land of sky-blue-waters" a target for thousands of vacationers from July 17 through 26.

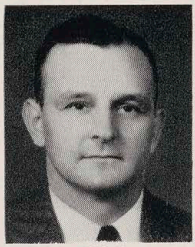
The great variety of entertainment during the 10-day fun fest adds up to 140 separate events. Crowds will line city boulevards July 18 and 22 to see two huge color-spattered parades of lavish floats, beautiful girls, visiting queens, celebrities like Hopalong Cassidy, smartly uniformed drill units, clowns, champion bands, and baton twirlers who will march in a Torchlight Evening Parade and a Grand Day Parade.

Thousands will see the Aqua Follies with its precision swimmers, Olympic divers, stars of the stage and concert, and the comedy diving Aqua Maniacs, featured nightly at Wirth Pool, July 15 through 26.

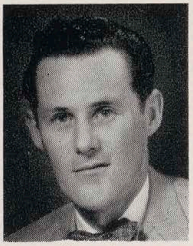
One of the most elaborate events is the brilliant coronation ceremony of the Queen of the Lakes, scheduled for July 24. Metropolitan opera star and television personality Marguerite Piazza will appear with the Minneapolis Symphony Orchestra at the coronation of the new Aquatennial Queen.

Novelty contests and sporting exhibitions of all types are also part of the Aquatennial celebration.

Elections



Zilai



Foerster

Recently elected officers of the City Passenger Agents' Association of New York for the year 1953-54, scheduled to take office on September 1, are: James S. Zilai, CPA, CRRNJ, president; Gerald E. Phelan, PR, NYC, first vice president; Howard E. Schuster, PA, SP, second vice president; John Allen Foard, PR, B&O, secretary-treasurer.

Newly elected officers of the Seattle Passenger Club are Jack Foerster, PR, CMStP&P, president; William Donley, assistant general manager, Gray Line, vice president; Wright Arnold, PR, U. S. Lines, secretary; Stanley VanAntwerp, TC, CPR, treasurer.

Railroad Hour

Original musical romances starring Gordon MacRae and Dorothy Warenskjold are providing radio listeners with delightful summer entertainment on the Railroad Hour every Monday evening over the nationwide NBC network. The programs are sponsored by the Association of American Railroads.

Broadcasts to be heard during July include "The Friml Story", a salute to Rudolf Friml, the 13th; "Starlight", the decline and fall of vaudeville, the 20th, and "The Golden Empress", Maximilian and Carlotta in Mexico, the 27th.

Hiking in Glacier Park

Trail trips into the primitive northwestern section of Glacier National Park are being conducted this season by Wilderness Trail Trips under the direction of H. Frank Evans.

Eleven day trips are scheduled from August 3 through 14, and August 17 through 28. Size of parties is limited to 35 and they hike from the Garden Wall section in the McDonald valley into Waterton and along the Bowman-Kintla lakes. Pack horses carry provisions.

Evans, a former ranger-naturalist, headquarters at the Panorama Ranch, Polebridge, Montana.

Fur Men Travel GN

Twenty-five representatives of the Fouke Fur Company, Saint Louis, Missouri, recently traveled in two groups, via Great Northern's streamliners, Western Star and Empire Builder, between Saint Paul and Seattle, en route to Alaska.

The party will spend the summer at the Pribilof Islands in the Bering Sea, hunting fur seals under the supervision of the United States Fish and Wildlife Service, and preparing the skins for government auction at Saint Louis later in the year.

SOUTHERN CALIFORNIA

(Continued from page 7)

sphere, may be conveniently made via public transportation or sightseeing bus. Along the way are forests of Joshua trees, actually neither trees nor cacti, but members of the lily family, often attaining a height of more than 25 feet.

At Red Rock Canyon, where sheer cliffs rise up in giant red curtains cross-cut with segments of bright red rock, some of the formations are so fantastic in appearance that one might think he were on another planet.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1953, are: Carl J. Baker, assistant cashier, Moorhead, Minn.; James Byrnes, conductor, Crookston, Minn.; Roy L. Cavanaugh, engineer, Minot, N. D.; Lester Oscar Hileman, locomotive engineer, Whitefish, Mont.; Chas. O. Kins, engineer, Rexford, Mont.; Arthur L. Ludwig, conductor, Grand Forks, N. D.; Gustav H. Lundblade, lumber yard foreman, Spokane, Wash.; Carl F. Luskow, conductor, Minot, N. D.; August Lindell, water service foreman, Crookston, Minn.; Henry A. Molsberry, engineer, Santa Rosa, Cal.; Alfred G. Mardin, agent, Waite Park, Minn.; Barney Rubin, conductor, Grand Forks, N. D.; Hattie Stokes, cashier & operator, Wahpeton, N. D.

Members reported pensioned during June, 1953, are: Robert I. Brodwick, engineer, Superior, Wis.; Harry Hoffman, engineer, Great Falls, Mont.; John J. Jeffers, brakeman, Williston, N. D.; James M. Kohlmeier, B & B foreman, Whitefish, Mont.; William M. Neuschwander, joint train baggage and express messenger, St. Paul, Minn.; Peter Podobinski, carman, St. Paul, Minn.; Mathew Swedziak, carman helper, St. Cloud, Minn.; Lowell F. Strong, machinist helper, Minot, N. D.; Joseph B. Welsh, machinist, St. Cloud, Minn.; Katherine Wyatt, ticket agent, Minot, N. D.

* * *

C. D. Gilchrist is now manager of the Burlington Reservation Bureau at Chicago, succeeding J. C. Van Loon, retired.

* * *

Approximately 50 members of the St. Louis Chapter, Jane Phillips Sorority, recently traveled round trip via Great Northern's streamlined Empire Builder to the organization's national convention held in Spokane, Washington.

* * *

The Lake McDonald Boat Company now operates the launch "DeSmet" on Lake McDonald in Glacier National Park in Montana. Plans call for more frequent cruises than heretofore. A naturalist will accompany one afternoon and one evening trip daily except Sunday during the park season. The company also operates a new 150-horsepower cabin cruiser providing trips for small groups.

* * *

D. E. Wilder, ticket agent, Consolidated Ticket Office, Butte, Montana, retired effective June 30, after completing 46 years of railroad service. He is succeeded by Robert E. Berner.



Food? Great!



when you go Great Northern

EMPIRE BUILDER

WESTERN STAR

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

The Western Star serves Glacier Park June 15 thru September 10.

Connections to and from California in Portland and Seattle.

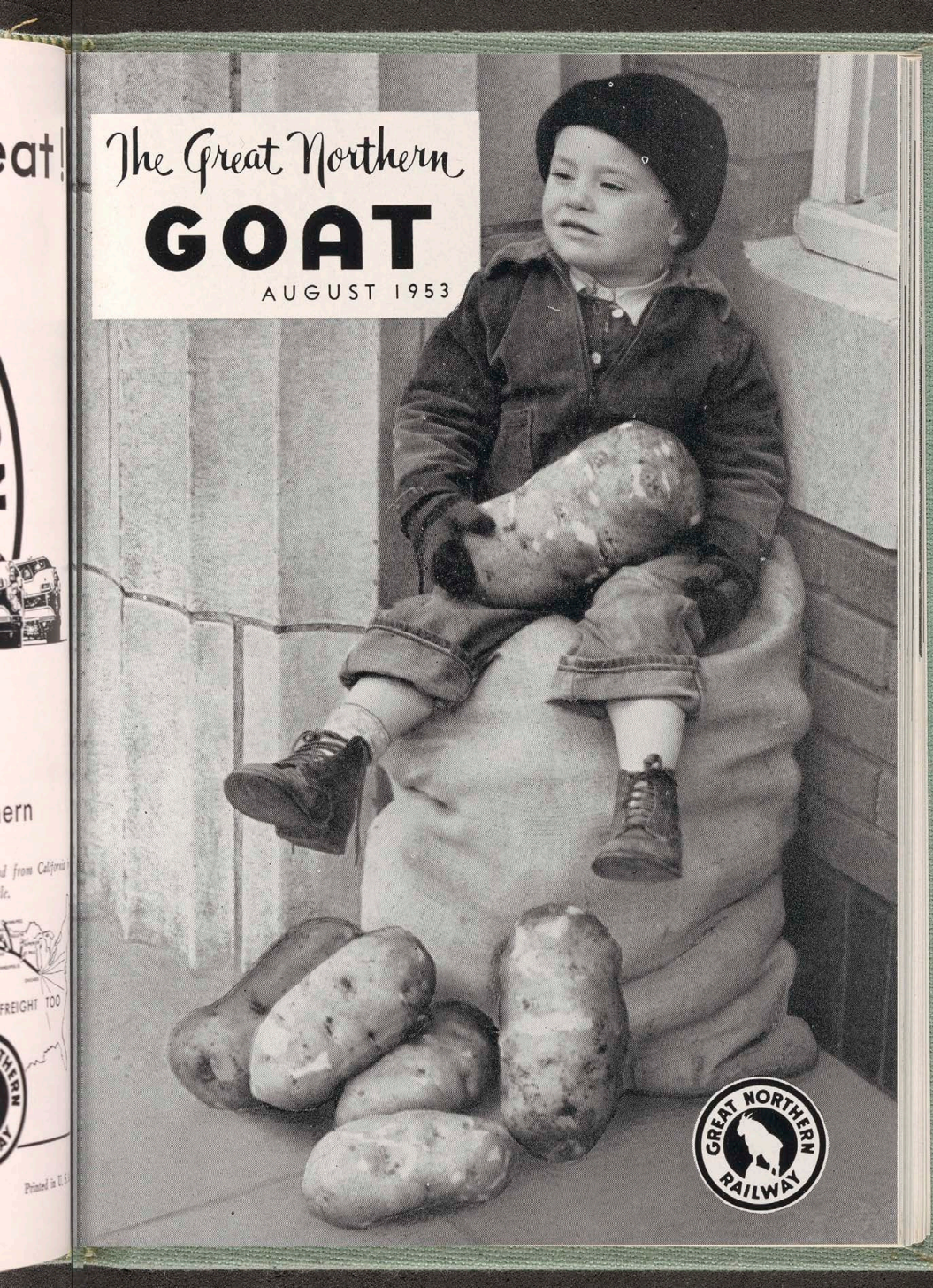


GREAT FOR FREIGHT TOO

GREAT NORTHERN RAILWAY

Form 6009 7-53

Printed in U. S. A.

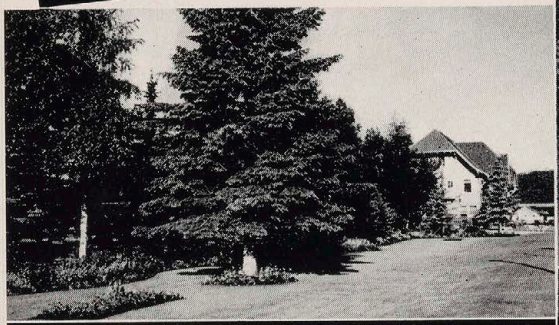

The Great Northern
GOAT
AUGUST 1953
GREAT NORTHERN RAILWAY

Tall Trees-Mountain Flowers

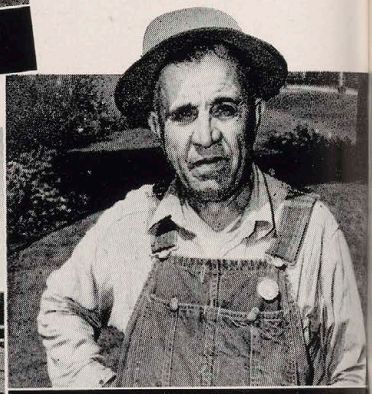
Beautify GN Station Grounds at Whitefish, Montana.



Great Northern's mountain chalet type passenger station at Whitefish, in Northwestern Montana.

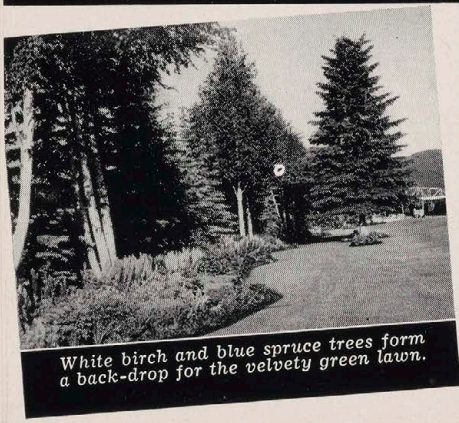


A magnificent blue spruce, 50 feet tall, is decorated with colored lights during the Christmas season.



Gardener Paul Gallo has maintained the parklike station grounds since 1947.

Photos by Lacy's Studios.



White birch and blue spruce trees form a back-drop for the velvety green lawn.



Native mountain blossoms are supplemented by flowers and plants from GN's greenhouses at Monroe, Washington.

Great Northern Station Grounds

A Western woman, introducing herself to a chance acquaintance at a big party in New York City, remarked, "I'm from Whitefish, Montana."

She expected to have to explain where the town is and perhaps, even to be challenged to prove there is such a place. But the new acquaintance replied, "Whitefish? I've been through there on the Great Northern. That's the place with the beautiful petunias!"

Other Great Northern passengers recall Whitefish as the place with all the violets, or the masses of lupine or dozens of other flowers, in bloom at various times during the Rocky Mountain summer. Or they retain a memory of handsome birches back of green lawns and a lordly spruce 50 feet tall—which, if they go through near Christmas, is in spectacular bloom with colored lights.

The great lawns and handsome flower beds east of the Great Northern station in Whitefish have been attracting admiration for a long time. When the present chalet-type depot was built around a quarter of a century ago, George Dishmaker, who was then Great Northern's superintendent of parks, envisioned a handsome park and set out to make the dream a reality.

In the woods near Whitefish he dug up wild, spreading juniper and various small native trees, transplanting them in the cinders with whatever black dirt he could find. He had 31 blue spruce shipped in from the West Coast and planted them as a back border. Now the shapely spruces, 30 feet tall, with 13 graceful white birches and six honeysuckles, form a living wall.

A velvet smooth, green lawn, only 30 by 50 feet in the early years, now spreads 480 feet along the tracks and is 69 feet deep. It glows with colorful beds of blossoms to which passengers with color film in their cameras are attracted like bees. Flowers include several varieties of lupine, viola, delphinium, valeriana, pansies and heliotrope.

Proud caretaker of the lawn and flower gardens is Paul Gallo, a carman on the riptrack who, since 1947, has devoted full time from early spring through late fall to maintaining their beauty. "Devoted" is exactly the word for Mr. Gallo. He loves his work. In winter, he looks forward to spring, when quantities of seeds and crates of plants arrive from Tony DeRooy, GN's present supervisor of parks, in Monroe, Washington.

Whitefish, a Great Northern division point, is situated in Northwestern Montana, at the foot of the Whitefish range of mountains, 24 miles from Belton, Western rail entrance to Glacier National Park.

During the summer months, Whitefish Lake, one of the most beautiful bodies of water in the Northwest, attracts many vacationers. The lake extends from the city limits seven miles to the Northwest through a scenic mountain gorge, and is the home of the famed Mackinaw trout that range from five to 35 pounds and more, and other species of game fish.

During the season, hunters will find plenty of wild game available in the area. Bears are numerous in the immediate vicinity as are elk and deer. Winter feeding grounds in nearby Glacier National Park, as well as other restricted areas, assure a protected game refuge and vastly improves the hunting in adjacent areas.

The Big Mountain, one of the nation's finest skiing and winter sports

(Continued on page 6)

The Great Northern



VOL. 23 August, 1953 No. 8

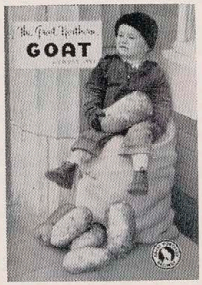
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

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



Young Dean Raimey holds a 4-lb. 7-oz. "super tuber" Red Pontiac potato grown by his grandfather near Wenatchee, Washington. *Wenatchee World photo by Bob Woods.*

Your Railroads

When most of us think of America's railroads, we think of thousands of miles of track, tying together every part of the country in the greatest system of mass transportation known to man.

While that bird's-eye view of "the railroads" is true, it doesn't tell the whole story by any means. The fact is, America is served by about 700 individual railroads. Each is a local, independent business, playing an intimate personal part in the affairs of the communities it serves.

The men and women who work on the railroad live in your town, and in the town down the line. They buy their groceries in the same store you do, attend the same church, and work with you in the same community activities.

The railroad itself shares and carries out the same neighborly responsibilities that you do. Railroad taxes help pay for the school your youngsters attend, for the roads and streets you drive on, and for the fire and police protection you depend on. Your community's well-being is nourished by purchases of equipment and supplies bought there by the local railroad that brings you almost everything you eat, wear, and use. It would be hard to think of any industry in your town that plays a more important part in helping to make it a better and happier place in which to live and work.

Next time you have occasion to think of the railroads, think of them, if you will, as the cornerstone of our transportation system. Think of them also as good neighbors and good citizens, whose welfare and whose interests, like yours, center around towns like the one you live in.



Formal presentation of No. 1246 was made by Mr. Budd.

Seattle Mayor Allen Pomeroy and GN President John M. Budd drive the final spike in the track that holds retired steam locomotive No. 1246 in Woodland Park.



Forde photos.

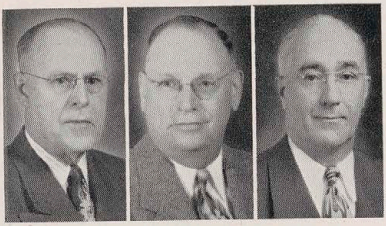
GN Gives Steam Locomotive to Seattle

Seattle's Mayor, City Council and Park Board members together with Great Northern Railway officials, participated in a public ceremony, on July 18, presenting Great Northern locomotive No. 1246 as a permanent educational exhibit in Woodland Park, the city's most popular and largest recreational area.

Great Northern's President, John M. Budd, who was introduced by Thomas Balmer, the railway's Vice President and Western Counsel in Seattle, made the formal presentation as Great Northern's gift "to today's and tomorrow's children of Seattle as a permanent reminder of the glorious role of the steam-driven Iron Horse in the building of the Pacific Northwest".

An estimated 1,500 people attended the ceremonies including Mayor Allen Pomeroy, Council President David Levine, Councilman Al Rochester who acted as master of ceremonies, Board of Park Commissioners President Waldo Dahl, and Mrs. Berne Jacobsen, a Park Commissioner.

GN Appointments



Lundhagen *Spafford* *Moore*

Charles R. Spafford, Great Northern's general agent at Sioux Falls, South Dakota, has been appointed general agent at Great Falls, Montana, succeeding Carl M. Lundhagen who died July 7.

Spafford began his Great Northern service in 1917 as telephone operator on the Minot Division in North Dakota. From 1917 until 1920 he was in station service at various Montana points.

He became general clerk in the Great Falls freight station in 1920, went to Spokane in 1922 as rate clerk, was advanced to contracting freight agent there in 1925, and to traveling freight agent in 1935. He has been general agent for the railway at Sioux Falls since 1944.

Lyle E. Moore, traveling freight agent at St. Paul since 1949, succeeds Mr. Spafford as general agent in Sioux Falls.

Moore affiliated with Great Northern as a yard clerk in St. Paul in 1917. He served in several capacities there before being appointed chief clerk in the office of the assistant general freight agent in Minneapolis in 1931.

He became city freight agent in Minneapolis in 1941, and in 1948 was named assistant to the western traffic manager at Seattle.

Drought Aid

The Western railroads, co-operating with President Eisenhower's drought relief program, have established a 50% reduction in rates on livestock feed to the stricken Southwestern states.

The reduced rates apply from points in Western territory to areas in Texas, Colorado, Kansas, Oklahoma and New Mexico, designated as drought stricken areas by the U. S. Department of Agriculture. They are effective on government billings or billings which have been approved by the government.

Commodities to which the lowered rates apply are corn, bran, oats, wheat (fit only for feed), hay, soy bean cake and meal, cotton seed and oil cake, and meal and pellets.

Mount Baker Ski Lift

Ground was broken recently for a new $172,000 ski lift at the Mount Baker National Forest Ski Area in Northwestern Washington. Ceremonies were held in conjunction with the Sixth Annual Heather Cup Ski Tournament which drew an estimated 5,000 spectators.

It is expected that the lift will be completed by December 1, and in operation during the 1953-54 winter sports season.

WHITEFISH

(Continued from page 3)

areas, is located nearby. Snow conditions and terrain are ideal, with spring skiing in brilliant sunshine one of the area's biggest drawing points. In summer, the 3,224-foot T-bar lift is converted to a chair lift, giving visitors unexcelled views of the surrounding mountains and lakes.



Dudes and dudettes Montana ranch bound stretch their legs during brief stop in St. Paul. Upper left: Golden West Lodge girls. Lower left: Spotted Bear Lodge boys. Upper right: Rocky-Bar-O-Ranch girls. Lower right: Spotted Bear Lodge girls breakfast in diner.

Dudes and Dudettes Travel GN

Several groups of teen-agers Westward bound for extended vacations on Montana dude ranches recently traveled from Chicago aboard Great Northern's streamlined Western Star. Among such groups were 50 girls from Chicago and Cincinnati, with Miss Mona Pick in charge, destined for Rocky-Bar-O-Ranch at Bigfork, Montana; 21 boys and 26 girls from New York, Ohio and Illinois, escorted by Miss Estelle Meadoff and Mrs. Louise Carpenter, bound for Spotted Bear Lodge at Coram, and 15 girls from St. Louis, chaperoned by Mrs. H. E. Rogers and Miss Ann Sprague, en route to Golden West Lodge at Kalispell.

Those who have never been on a Western dude ranch might have visions of Hollywood-TV surroundings with gun-toting cowboys, colorful chaps and shirts and fancy boots. However, such is not the case.

A Western dude ranch is usually the home of the owner and his family and is operated by them not entirely as a vacation resort but as an operating cattle ranch. They take pride in the welfare of their guests and assume that vacationists have chosen their particular ranch because they want to partake of the same kind of living, both for recreation and the pleasure of spending

(Continued on page 8)



DUDES AND DUDETTES

(Continued from page 7)

some time in the great outdoors. Keynote of dude ranch life is simple living, plenty of good food, comfortable quarters, good horses, congenial people, informal entertainment, rest and relaxation.

The late summer and fall months in Western and Pacific Northwest areas served by Great Northern are ideal for dude ranch vacations. The mountain air is bracing, days are pleasant and warm; nights are cool and crisp.

Many dude ranches remain open to visitors through late autumn to accommodate hunting parties; some provide year around accommodations.

Five days of festivities beginning September 15, will mark the Eighth Annual Berkeley, California, Football Festival. The celebration is the official "kick-off" for the national football season, and annually attracts an average of 250,000 persons.

Aboard the Empire Builder

Mr. William L. "Billy" Hughson, the world's oldest Ford Dealer, of San Francisco, and Mrs. Hughson, were recent passengers on Great Northern Railway's streamlined Empire Builder between Chicago and Seattle following a visit to Dearborn, Michigan.

Mr. and Mrs. Hughson, along with several other veteran Ford dealers and their wives, were guests of Henry Ford II, president of the Ford Motor Company during observance of the company's 50th Anniversary. Each of them knew and worked with the late Henry Ford in the early days of the company.

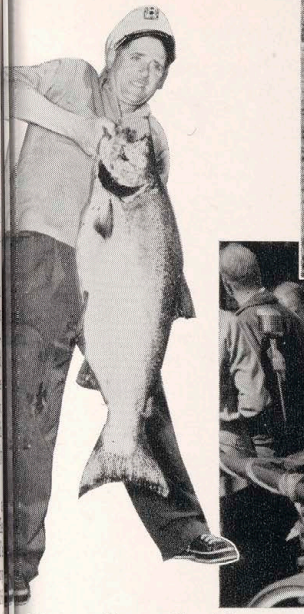
Hughson met Henry Ford at a bicycle show in Chicago in 1902. He became interested in Mr. Ford's plans for the Ford Motor Company which was incorporated June 16, 1903, and became the original Ford dealer.

Statue of Liberty

A 10-year contract with Statue Ferry, Inc., to transport passengers between Battery Park, New York City, and the Statue of Liberty, Bedloe's Island in New York Harbor, has been approved according to announcement of Secretary of the Interior Douglas McKay.

No changes in schedules or rates are expected. Boats will leave the Seawall landing at Battery Park at half-hour intervals during the summer season.

The Statue of Liberty, a unit of the National Park System, is open to visitors daily from 9 AM to 6 PM when Daylight Saving Time is in effect. During the rest of the year, the closing hour is 5 PM, with trips on an hourly basis.







Above: It usually takes a 25-lb. or larger fish to win the Salmon Derby.

Upper right: One of the 1952 Salmon Derby top prize winning contestants and his catch.

Lower right: Spectators inspect entries in 1952 Salmon Derby.

Seattle Times photos.

Seattle Salmon Derby

The Seattle Times Salmon Derby, one of the most famous fishing contests in America, annually attracts an estimated 25,000 fishermen from across the nation, not to mention countless more thousands of spectators. About 1,200 fishermen ultimately qualify for fishing on "Derby Day", September 20.

Finalists, who troll for four hours in waters adjacent to Seattle, compete for prizes including new automobiles, TV sets, outboard motors and other valuable sporting goods.

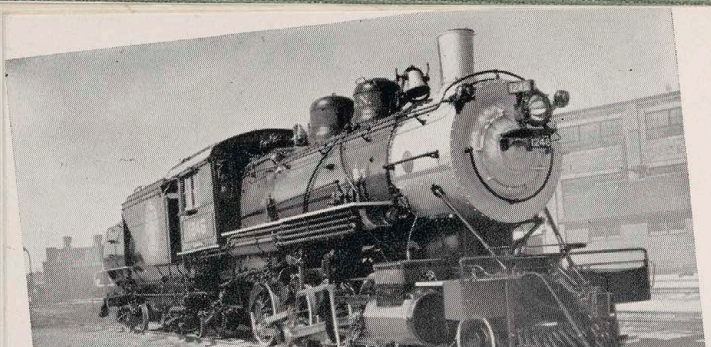
Rules are simple. There are no entry fees or application blanks. Only stipulation is that anglers must rent their boats from one of Seattle's many boathouses which participate in the derby. There are certain boundaries within which the fishermen must catch their salmon. These boundaries, adjacent to Seattle on Puget Sound, afford plenty of room and excellent fishing spots for all anglers. A vacationing fisherman from Illinois or North Dakota, or any other state, has just as much chance of winning a prize as a local fisherman.

Largest fish taken during three qualifying rounds determines who is eligible to fish on "Derby Day". First round was February 15 to May 31; second from June 1 to August 16; final qualifying round from August 17 to September 17. Winners are chosen on a biggest-fish-caught basis and 50% are qualified during the last round.

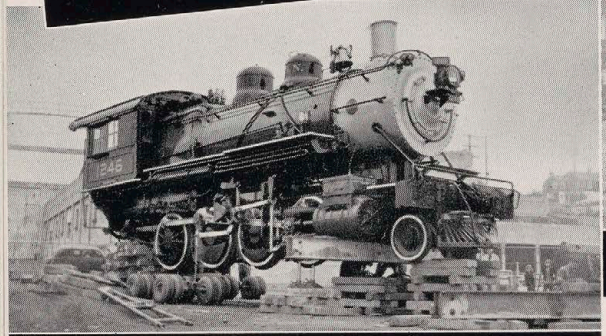
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Iron-tors

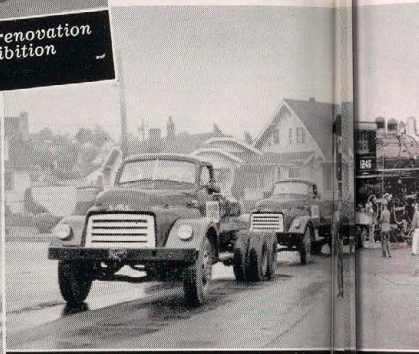
In one of the big ents in year Washington, sider perintender 95 years of age, Gr. rthern Rail moved locomotive 246", its gif to Woodland Par in Seattle' most popular rec rea, the ve solidation-type st motive w



(1) Locomotive No. 1246 at GN's Interbay roundhouse, renovation completed and ready for the "ride" to permanent exhibition site in Woodland Park.



(2) Hydraulic jacks and cribbing raise No. 1246 from track preparatory to moving it on house dollies.



(3) Towed by heavy trucks, No. s up grad Seattle streets with mot olice escort



(5) Temporary track was laid under the 105-ton locomotive prior to removal of dollies and cribbing.



(6) No. 1246's 74,000-po ilt type swung into place b ul mobile

Iron Horse Goes For A Ride

In one of the st events in years for Seattle, Washington superintendents from 5 to 95 years of t Northern Railway recently moved Old 1246", its gift to the City, to Woodland Here in Seattle's largest and most popu on area, the venerable Consolidation n locomotive was dedicated July 18, as a permanent educational and historical exhibit.

Early in 1953 at a meeting of Seattle's Board of Park Commissioners, construction of a scenic railway in Woodland Park was being discussed. Douglas Welch, reporting the meeting for the Seattle Post-Intelligencer, asked whether consideration had ever been given to acquiring a full scale steam locomotive for permanent exhibition in the park so future generations of school children might be able to see first-hand what the colorful "Iron Horse" was like.

The commissioners were unanimously respon-

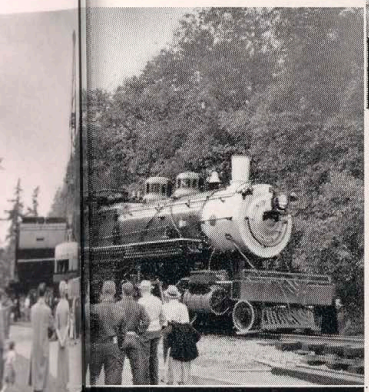
(Continued on page 12)



ed by heavy ... moves up grade through Seattle streets ... police escort.



(4) No. 1246 completes its 2.7 mile "ride" near permanent exhibition site in Woodland Park.



(6) No. 1246 ... nderbilt type tender was ... werful mobile crane.



(7) GN work crew jockeys huge tender into position over its trucks which were removed for the cross-city "ride".

GN Vets' Officers



Sullivan *Hanson* *Hoelscher*

Members of the Veterans' Association of the Great Northern Railway, meeting in Great Falls, Montana, recently elected J. C. Sullivan locomotive foreman, Jackson Street roundhouse, Saint Paul, president. H. N. Hanson, retired conductor, Minneapolis, Minnesota, was named vice president, and J. Henry Hoelscher, joint facility accountant, Saint Paul, was re-elected secretary-treasurer.

William F. Stoll, shop superintendent, Dale Street shops, Saint Paul, was elected to the board of directors.

The organization is composed of Great Northern active and retired employes with 25 or more years service.

IRON HORSE

(Continued from page 11)

sive and shortly afterward, Great Northern, through its president, John M. Budd, expressed the desire to make such a gift to the City. The gift was "Old 1246", built by Baldwin in 1907, and the last steam locomotive on Great Northern's Cascade Division, now fully dieselized.

At Great Northern's Interbay roundhouse a crew of mechanics, boilermakers and painters swarmed over No. 1246, stripping her massive running gear and exterior fittings, renewing steam and cylinder jackets and making repairs. Paint and grime were sandblasted away until bare metal was exposed. The locomotive was completely repainted with two undercoats, two finish coats and two coats of clear preservative. Finally, running gear and fittings restored to a high polish and coated with rust-preventative, were reassembled and No. 1246 was ready to make its final run to Woodland Park, as bright and shining as the day it left the builder.

All of the components of the unusual "beauty treatment" given No. 1246 including the silvered smokebox and stack, olive green boiler and cylinder jackets, and bright red cab roof, reflect standards of maintenance once in vogue on various divisions of the railway.

At the exhibition site, a GN section gang laid a 78-foot stretch of track. To make the educational exhibit complete it was laid to main line standards, with crushed rock ballast, treated ties and new, 115-pound rail, fully tie-plated and rust-proofed.

Sub-grade consists of six inches of fine rock chips, on top of which is another six inches of crushed basaltic rock. The final dressing of crushed rock, bringing the ballast up to the top of the ties, is an eyepleasing pink quartzite quarried by Great Northern near Glacier National Park in Montana, and used extensively on its Kalispell division.

Movement of the locomotive and tender from the nearest rail point to the permanent exhibition site was only 2.7 miles, but it involved tough, uphill grades, traffic, trolley and telephone lines and the crossing of a six-lane express highway.

The 211,460-pound locomotive was moved on house dollies, and the

(Continued on page 14)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Not Convinced

A man who went to have his thinning hair cut met up with a barber who wanted to singe it instead—at double the price. "Each hair is a tiny tube that sort of bleeds at the cut end," he explained, "so it gets weaker every time your hair is cut. But singeing seals the end, and the hair keeps its vigor."

"Then can you explain why the hair on my chin is growing stronger all the time, though each hair has been cut off every morning for 25 years?"

"No trouble at all," answered the barber. "You just ain't the kind of feller that story was made up to tell to."

* * *

Short Short Story

The cub reporter was told to cut his story to the bare facts. Following his instructions he did so and turned in the following copy: "J. Smith looked up the elevator shaft to see if the car was on its way down. It was. Age 45."

* * *

Plop!

Diner (reading menu): "Lucifer cake—never heard of it. What is it, Miss?"

Waitress (confidentially): "Well, it was supposed to be angel cake, sir, but it fell."

End of the Line

A motorist traveling in the Ozarks lost his way and inquired of a native, "Am I on the right highway for Kansas City?" "Well," replied the native, "not exactly, stranger. That road moseys along for a stretch, then it turns into a hog trail, then a squirrel track and finally winds up a scrub pine and ends in a knothole."

* * *

Texas

A Texas oil king passed away and moved on to his final reward. Arriving at the gate, he exclaimed: "Well, suh, ah'm sure surprised. I nevah thought heaven would be so much like Texas." "My fine friend," said the well tanned guardian of the gate, "this isn't heaven."

* * *

Overtime

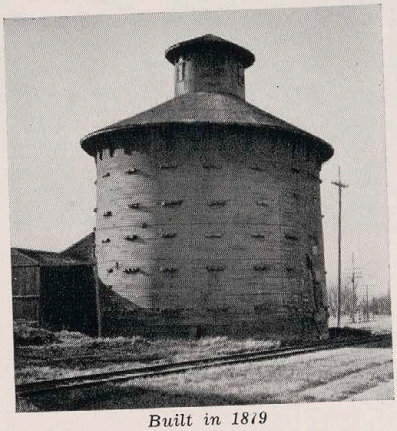
The boss was pointing out to his secretary several errors she had made during the day, when she interrupted with: "Mr. Brown, it's two minutes past five and you're annoying me on my own time."

* * *

Good Intentions

The sweet old lady sent her pastor a box of assorted goodies with this note: "Dear Pastor: Knowing that you do not eat sweets, I am sending candy to your wife and nuts to you."

Historic Grain Elevator



Built in 1879

A curiosity today, but considered the latest type of construction when it was built in 1879, is the round grain elevator at Murdock, Minnesota, 121 miles northwest of Saint Paul on Great Northern Railway.

It is now the number two house of Peavey Elevators station at Murdock and is used to store approximately 16,000 bushels of corn. There are only two elevators of this type known to be standing in the entire Upper Midwest, both of which were built at about the same time by the same Wisconsin contractor.

The Murdock elevator was the first grain elevator built in Swift County. When grain is taken into the house it is dumped into the pit in the driveway, elevated by a short leg to a height of about ten feet and dumped into a spout that transfers it to the main pit in the center of the work floor. From there it runs into the main leg and is distributed to the different bins.

About six years ago, the structure began to spread at the bottom, but was drawn and held together by means of a girdle of steel cables.

IRON HORSE

(Continued from page 12)

Vanderbilt-type tender, weighing 74,000 pounds, followed later on a low flatbed machinery trailer.

Under the front of the locomotive were four, six-wheeled dollies, forming the base of a triangle. Between the pairs on either side was a steel beam on which the cylinders of the engine rested. Under the cab was a single point of support, and the two dollies under that point pivoted to permit turning.

With its stack 19 feet in the air and its center of gravity at a dizzing elevation, No. 1246 was towed gingerly by a 10-wheeled heavy duty truck. A second truck alternated in positions behind and ahead, depending on whether it was needed for braking or motive power. The moving job took about two hours, and even with wet pavement the progress was almost without incident.

For the protection of youngsters as well as the locomotive, a fence was erected around No. 1246; however, children have the thrill, under supervision, of climbing up into the cab, getting the feel of the throttle and ringing the melodious bell. "Old 1246" already is tremendously popular with kids from five to 95.

Historically, the big 2-8-0 Consolidation is the class of steam power that moved most of the freight into and out of the Pacific Northwest in pioneer days when both Seattle and the Great Northern Railway were young. Originally a hand-fired coal burner, converted to oil in 1913, No. 1246 operated during its entire lifetime on the railway's Western districts.

Woodland Park also got its scenic railway, the Buffalo Barns and Southern. In fact, the little five-car streamliner runs right alongside gigantic No. 1246, somewhat in the manner of an impudent pup.



Tour party at Lake McDonald Hotel in Glacier National Park in Montana.

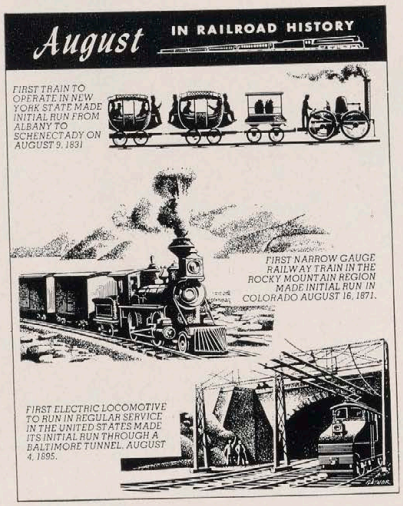
Oregon Journal Tour Travels Great Northern

Favorite resort spots in Western United States and Canada were highlights of the 1953 Annual Summer Tour, sponsored by the Portland, Oregon, Journal.

The two-week itinerary included Glacier National Park in Montana; Waterton Lakes National Park, Banff, Lake Louise, the Columbia Icefield and Athabasca Glacier in the Canadian Rockies; Harrison Hot Springs in British Columbia; Seattle, Bellingham, Spokane and Grand Coulee Dam in Washington. Vernon R. Churchill, assistant to the publisher and general manager, Journal Tours, and C. H. McCrimmon, tour consultant, were escorts.

The party spent one day in Waterton Lakes Park, remaining overnight at the Prince of Wales Hotel, and three days in Glacier, stopping at Many Glacier and Lake McDonald Hotels. The Journal group was the first of the season to cross the snow-laden Continental Divide at Logan Pass on Going-to-the-Sun Highway. Rail travel on the return portion of the journey from Belton, Montana, the Park's Western gateway, to Portland, Oregon, was via Great Northern special train.

Of the 158 persons comprising the 1953 Oregon Journal Annual Summer Tour, 92 had been on one or more previous tours.



SALMON DERBY

(Continued from page 9)

Although many fishermen from other states spend their vacations in Washington during one of the qualifying rounds, and if they become finalists, return to Seattle for "Derby Day", others participate only in the final qualifying round which closes three days before "Derby Day". It is conceivable that a visiting angler could spend less than a week in Seattle, qualify, and go on to win the derby.

The largest salmon caught in Seattle waters during recent times was a 57-pounder which was pulled in on a bright, sunny afternoon, the most unfavorable fishing time of the day. Last year's first prize winner was a 24-pound king salmon. During the 13 years the derby has been held, the largest fish caught was a 39-pounder. It was presented at the judges' stand only seconds before the close of the contest.

(Continued on page 18)

Coronation Year in Canada

It's Coronation Year in Canada in honor of Queen Elizabeth II, and celebrations are being held this summer from the shores of the Atlantic to the Pacific Coast.

In the far western province of British Columbia, Coronation Year is celebrated in the majestic grandeur of the Rockies, hunting or fishing in the legendary Cariboo country, cruising in the blue waters of the Straits of Georgia, or shopping in fine stores and import shops in Vancouver and Victoria. Great Northern Railway's Twin Internationals provide streamlined service, three times a day in each direction, between Seattle and Vancouver, B. C., making convenient connections with the streamlined Empire Builder and Western Star in Seattle.

Overnight service is provided between Saint Paul, Minneapolis, and Winnipeg, Manitoba, metropolis of midwestern Canada, by GN's Winnipeg Limited. A major attraction of the city is its scores of fine shops and stores. Visitors are usually particularly interested in furs, woolens, china and silverwares.

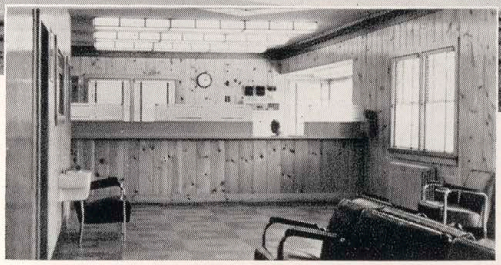
A short distance from the city are numerous beaches and resorts. For those who like longer trips, the S. S. Keenora makes regular tours around Lake Winnipeg, one of Canada's largest lakes, touching in at many historic and isolated points.

The Province of Manitoba which stretches 750 miles from north to south, and contains almost 27,000 square miles of water surface, is a virtual paradise for anglers. Northern pike, muskinonge, lake trout, speckled trout, wall-eyed pike, bass, grayling and perch are taken annually in great numbers.



Above: GN's recently completed freight and passenger station at Sauk Centre, Minnesota.

Upper right: The old depot which was built in 1898 and remodeled in 1927.



Waiting room in the new station.

New GN Streamlined Station

Great Northern Railway's depot at Sauk Centre, Minnesota, originally built in 1898 and extensively remodeled in 1927, has been replaced with an attractive new streamlined passenger and freight station. The city, 116 miles Northwest of the Twin Cities, is a regular daily stop for GN's Winnipeg Limited between St. Paul-Minneapolis and Winnipeg, and the streamlined Red River between the Twin Cities, Fargo and Grand Forks, North Dakota.

The new building which measures 24 by 100 feet is of frame construction and rests on a concrete foundation. Exterior walls are covered with 10-inch cedar siding, painted white in contrast to the green storm sash and screens, asphalt shingles and porcelain enamel steel signs with cut-out lettering.

Interior walls of the waiting room and office are finished in knotty pine. Ceilings are white acoustic tile, and floors asphalt tile on concrete. Walls and ceilings of heated areas are insulated.

Heat is supplied by an oil-fired hot water boiler and radiators. Fluorescent lighting is used and modern plumbing fixtures have been provided. Built-in file cases, counters and cupboards have been installed in the office area. Platforms are paved with concrete with planting areas around the structure.

Scouts Visit Glacier



Scout Dave Franks, Troop 179, St. Paul, was greeted in Glacier Park by Chief Buffalo Hide and Earl Old Person, Scoutmaster of Blackfeet Troop 94 of the Park, with Harvey Shore, a little chief, looking on. Photo courtesy St. Paul Dispatch.

Thousands of Boy Scouts and Explorers from all parts of the country en route to and from their national Jamboree at Santa Ana, California, via Great Northern special trains, visited Glacier National Park in Montana.

Members of the Blackfeet Indian tribe whose reservation adjoins the Park on the East, met the Boy Scout special trains on arrival at Glacier Park Station and entertained them with pow-wows and special ceremonies. Each Boy Scout stopping off in Glacier Park was presented with a colorful souvenir scroll extending greetings from the Blackfeet Indians and the Great Northern Railway, in Blackfeet Indian sign language, commemorating the visit. Many of the groups made motor trips through the Park over famous Going-to-the-Sun Highway.

Eight of the "specials" were operated over GN's "Bieber freight route" to California, marking the first time that this line has been opened to passenger service since completion in 1931.

GN Freight Car Shops Expansion

Great Northern is expanding its freight car shops at Waite Park, near St. Cloud, Minnesota, with the construction of a new building 200 by 305 feet in size, with a connected addition 54 by 110 feet.

The new building will be used for assembling steel parts for new freight cars built at Waite Park and for making heavy repairs to steel cars. The railway's expanding use of steel cars in freight service has necessitated the enlargement of these facilities.

The work will be done by the M. E. Souther Construction Company of St. Paul and will require about a year for completion and equipping the building for service.

Careful Car Handling

The Freight Loss and Damage Prevention Section of the Association of American Railroads has designated October, 1953, as "Careful Car Handling Month". During this period, nationwide special emphasis will be given to the great importance of careful car handling, in messages, bulletins and posters.

SALMON DERBY

(Continued from page 16)

Whether an angler qualifies or not, his trip to Washington will be justified. There are few spots in America which offer more diversified recreation than the Evergreen State. For confirmed fishermen, there are hundreds of lakes and mountain streams filled with trout in addition to salt water fishing.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1953, are: William B. Baldwin, brakeman, St. Cloud, Minn.; John A. Clarquist, yard clerk, Willmar, Minn.; John Geving, engineer, Duluth, Minn.; Emil R. Naslund, clerk, Superior, Wis.; Edward Schmoldt, conductor, Grand Forks, N. D.

Members reported pensioned during July, 1953, are: Michael P. Allen, brakeman, St. Paul, Minn.; Ray G. Burt, agent-telegrapher, Mora, Minn.; Alex Bresnahan, traveling auditor, St. Paul, Minn.; Irving L. Eggleston, conductor, Willmar, Minn.; Harry H. Hall, switchman, Minneapolis, Minn.; Lamoyne H. Kent, baggageman, Seattle, Wash.; Fred W. Larson, agent, Belton, Mont.; Ralph S. McFarlin, locomotive engineer, Breckenridge, Minn.; Theodore Mickelson, machinist helper, St. Paul, Minn.; Nels H. Magnuson, brakeman, Willmar, Minn.; Louis L. Petersen, assistant chemist, St. Paul, Minn.; Otto Rumsted, engineer, Grand Forks, N. D.; Joseph F. Schibret, engine watchman, Tacoma, Wash.; Joseph Wegleitner, blacksmith, St. Cloud, Minn.

* * *

The Second Conference and Seminar of the American Society of Traffic and Transportation, will be held in Pittsburgh, Pennsylvania, September 10 and 11, in collaboration with the University of Pittsburgh. Theme of the conference, which was inaugurated by the Society in Chicago in 1951, will be "America's Transportation Tomorrow", and the program will be designed to analyze the problems that confront the traffic and transportation profession today as well as to provide a preview of what may be anticipated in the future.

* * *

Members of the hotel and travel fraternity attended the fifth anniversary observance of the opening of Swanson's Mountain View Lodge, popular mountain resort at Troy, Montana, on June 10.

* * *

E. L. Haberle, GN assistant bridge engineer, has retired after 40 years of service with the railway. His successor is E. T. Franzen.

* * *

The Eighth Annual Reunion of the Military Railway Service Veterans' organization will be held in New Orleans, September 18 thru 20.

* * *

Fred D. Donadel has been named Alaska Steamship Company refrigerated cargo booking supervisor, at Seattle, Washington, succeeding Louis P. Starr, retired.



Scenic way to

California

thru the Pacific Northwest

GREAT NORTHERN RAILWAY



on the streamlined

EMPIRE BUILDER or ***WESTERN STAR***

Golden Gate bound? See *more* of scenic America! Go Great Northern . . . past Glacier National Park in the Montana Rockies . . . across the Cascades . . . down the Columbia . . . along Puget Sound. All at *no extra rail fare!* Connections in Seattle and Portland to and from California.

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

GREAT NORTHERN PASSENGER AND FREIGHT OFFICES IN PRINCIPAL CITIES

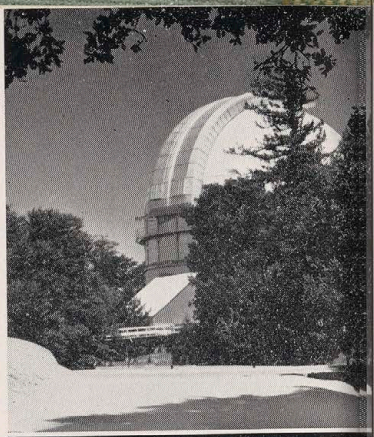
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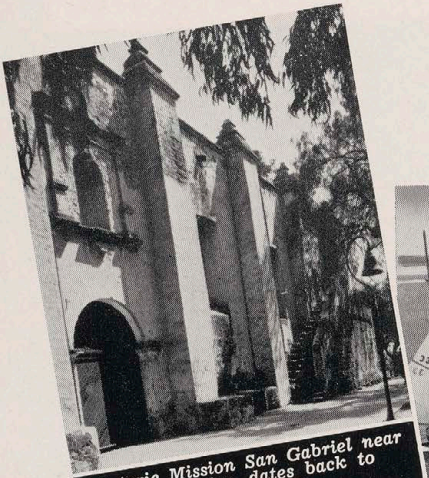

The Great Northern
GOAT
SEPTEMBER 1953
INTERNATIONAL BOUNDARY
GREAT NORTHERN
RAILWAY

California

SECOND SUMMER



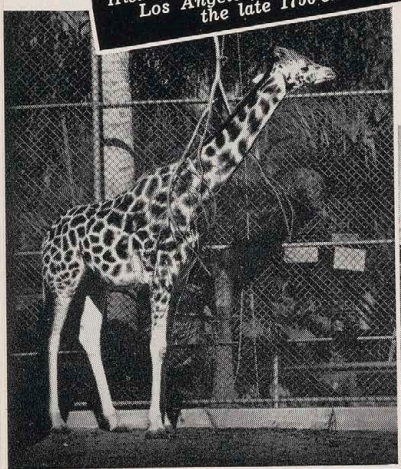
Dome of the 100-inch telescope of the Observatory on Mount Wilson. Don Knight photo.



Historic Mission San Gabriel near Los Angeles, dates back to the late 1700's.



Yachting on San Diego's Mission Bay during the area's "Second Summer". Ed Sievers photo.



"Patches", a 16-foot giraffe is a popular attraction at San Diego Zoo. Sievers photo.



San Diego skyline from Coronado, and ferry boats that ply the bay. Sievers photo.

Second Summer in Southern California

The months of September, October and most of November are called the "Second Summer" in Southern California. There is no fall or autumn in the accepted sense of the word. Trees remain green. The weather is even more pleasant than in summer, and the normal ocean and outdoor activities of summer continue on to Poinsettia time. This is one of the seasons when ocean, mountains and desert, as well as the cities, are all available to visitors.

Vacationists from Eastern and Midwestern points may travel in one direction, to or from many California destinations, via Great Northern's scenic northern route at little or no additional round trip rail fare than that charged when direct routes are used in both directions. GN's streamlined Empire Builder and Western Star connect daily with fast streamliners to and from California, at Portland and Seattle. Stopovers may be arranged at no additional rail fare.

The ocean, the mountains, the desert oasis of Borrego Valley, and the bay city of San Diego are all within a few hours distant of each other in the area adjacent to the Mexican border. Visitors can cross into Old Mexico without a passport. They will find bull fights and jai alai games in Tijuana, and year-around horse racing at colorful Agua Caliente.

Oceanside is a lovely beach city on the shore of the Pacific a short distance to the north of San Diego. Oceanside is also the gateway to Palomar mountain where the world's largest observatory is nested in a deep pine forest. Visitors are welcome to the observatory during the day.

In the mountains inland from San Diego is the old gold-mining town of Julian, once the scene for feverish prospecting. One profitable mine still operates.

Visitors to San Diego will find many activities during the "Second Summer." Swimming and boating in San Diego bay (home for much of the Pacific Fleet), deep-sea fishing in the Pacific from sport fishing boats that leave daily from San Diego, and outdoor concerts in beautiful Balboa Park, site of two world's fairs.

Elsewhere in Southern California, the "Second Summer" salutes the grape and cotton harvests in the valleys and the start of the resort season on the desert.

The desert lands of San Bernardino county, America's largest county, become alive with fascinating resorts, dude ranches, old mining ghost towns, gem deposits and such desert natural life as the Joshua Tree and the giant desert turtle.

San Bernardino county is equal in size to New Jersey, Delaware, Massachusetts and Rhode Island combined. The desert side of this county includes beautiful Lucerne Valley with gay dude ranches. All offer visitors healthful Western living, riding, golf and swimming, with warm sunny days and cool nights among the purple desert hills backed by mile-high mountains.

The city of Twenty-Nine Palms claims to be the northernmost oasis in America. The original clump of palms, after which the resort city was named, is now a park. Desert villas and other accommodations are liberally equipped with swimming pools.

Out on the desert are the ghost towns of early mining days. Calico, which got its name from the colorful mountains nearby, has been partially restored so visitors can see

(Continued on page 6)

The Great Northern



VOL. 23 September, 1953 No. 9

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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, Saint Paul 1, Minnesota.

The Goat's Cover



A Lesson To All Nations—the unfortified border at Glacier-Waterton International Peace Park is a symbol of friendship between neighbors.

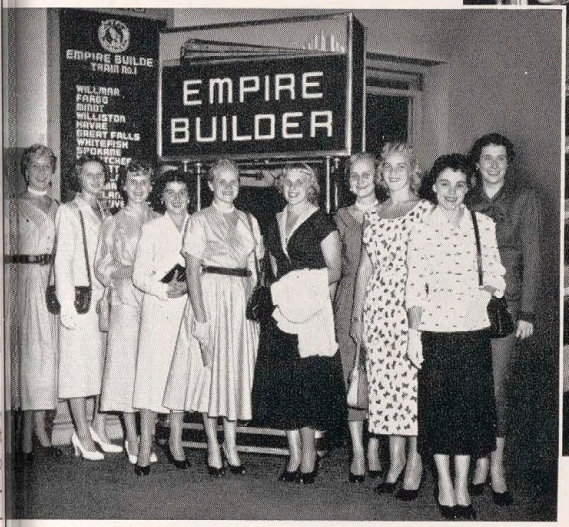
A Lesson to All Nations

Three long years of bitter fighting have come to an end in Korea. Those of us who have helped to carry munitions, materiel and men to the battlefronts are deeply thankful.

Great Northern Railway, along with all other transportation systems, every American manufacturer and businessman, welcomes the promise of peace. We look forward eagerly to diverting more and more of our energy and resources to the flow of peacetime goods and to the transportation of passengers on peaceful missions of commerce and pleasure.

Our brightest era of development, progress and prosperity lies just ahead if we but devote ourselves to construction with the same determination that we have to destruction—to building a security which can grow only from the efforts of free men and women and free institutions, banishing fear not only in our own country but in and between all nations.

May the children of Korea and of every other country throughout the world see the day when they and their children will be safe and without fear, secure and happy in the sunshine of international borders such as the one that is marked only by a lane of grass through the forest, the long unfortified boundary between the United States and Canada at Glacier-Waterton International Peace Park in Montana and Alberta.



Aqua Follies stage ballet "Aquadarlings" wait for the streamlined Empire Builder at GN's Minneapolis passenger station.



Producer-director Al Sheehan and Mrs. Sheehan.

Aboard the Empire Builder

Approximately 95 people, virtually the entire cast of the famed Aqua Follies, top-flight water and stage extravaganza, recently traveled round trip from Minneapolis to Seattle via Great Northern's streamlined Empire Builder. Following a highly successful run during July in Minneapolis in connection with the midsummer Aquatennial festival, the troupe appeared as one of the highlights of Seattle's Seafair celebration, July 31 through August 9.

First presented in 1939 in Minneapolis, producer-director Al Sheehan has developed the Aqua Follies into the nation's number one attraction of its kind. Invited to Seattle for the first annual Seafair in 1950, the dazzling "swimusical" proved so popular with Seattleites that it has become a traditional annual feature there also.

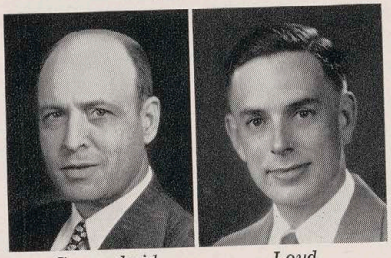
Aqua Follies is an unusual combination of stage and aquatic entertainment featuring championship swimming and diving, dancing, comedy, music and precision water ballet routines all coordinated into a polished revue.

Olympic and national champions headline the aquatic portion of the show while well-known singers, dancers and other artists entertain from the stage.

Precision swimming routines are performed by the "Aquadears".

(Continued on page 6)

GN Appointments



Germscheid *Loyd*

Joseph F. Germscheid, Great Northern Railway city freight agent in Minneapolis since 1951, has been appointed traveling freight agent with headquarters in St. Paul, succeeding Lyle E. Moore, recently transferred to Sioux Falls, South Dakota, as general agent.

Germscheid joined the railway in July, 1925, in St. Paul as a mail room messenger. Transferring to the freight traffic department later the same year, he became office boy, clerk, and assistant chief clerk, moving to the Minneapolis freight traffic office in 1949 as chief clerk.

Victor T. Loyd, chief clerk in the St. Paul city freight office since 1951, succeeds Mr. Germscheid as city freight agent in Minneapolis. Loyd, who came to Great Northern in 1947 as freight traffic tariff boy, served subsequently as steno-clerk, and secretary to the general freight agent.

AQUA FOLLIES—continued

Members of the stage ballet are "Aquadarlings". These talented girls are semi-professionals, many of whom attend institutions of higher learning in the Twin City area. Long hours of year around intensive training by both groups contribute to the high calibre of their performances.

Chicago Baggage Transfer

Effective September 16, Pullman passengers arriving in Chicago Union Station aboard the Empire Builder may have their hand baggage checked from their Pullman space on the Empire Builder to their Pullman space on the General, Broadway Limited or Liberty Limited of the Pennsylvania Lines. This arrangement will also apply for transfer of Pullman passengers' hand baggage from the General, Broadway Limited, or Liberty Limited to their Pullman space on the Empire Builder.

A charge of 50c will be made for transfer of each piece of hand baggage between trains. This charge will be collected by the red cap when baggage is delivered on the outgoing train. Articles of clothing, radios, books, umbrellas, pets, etc., will not be accepted for checking under this arrangement.

CALIFORNIA—continued

what Southern California's desert mining areas looked like nearly a century ago. More than $80,000,000 in silver was mined here, and today, visitors can pick up pieces of gleaming "jewelry rock" for souvenirs.

Ancient Spanish Missions, several of which were established before the start of the American Revolution are especially interesting to visitors. Located about 10 miles east of Los Angeles, Mission San Gabriel, founded in 1771, celebrates its 182nd anniversary in September, 1953. San Gabriel was the fourth in the chain of 21 Spanish Missions founded after the Franciscan Fathers, under the leadership of Padre Junipero Serra, arrived in California in 1770.

It was from this Mission that a group of Padres and Spanish soldiers set out to found the pueblo and Mission of Los Angeles, now the nation's third largest city.





Upper, left to right: Robert S. Macfarlane, president, Northern Pacific; G. A. MacNamara, president, Soo Line; Carroll R. Harding, president, Pullman Co.; C. F. Codere, chairman of the board, St. Paul Fire & Marine Insurance Co.; John M. Budd, president, Great Northern.

Lower, left to right: C. F. Codere, Carroll R. Harding. Pullman sleeping car centerpiece is moulded of ice. Paul Iida photos.

Pullman Company Directors Meet in St. Paul

Once a year, members of the board of directors of the Pullman Company hold one of their meetings in some city other than Chicago, Pullman Company headquarters. Because of the large number of rail lines with headquarters in or supplying passenger and freight service to the Twin Cities, the 1953 meeting was recently held in St. Paul. Host was C. F. Codere, chairman of the board of the St. Paul Fire and Marine Insurance Company, and a Pullman Company director.

Following a business meeting during the morning in the conference room of the St. Paul Fire and Marine building, the group was taken to the Somerset Country Club for luncheon and an afternoon of golf sponsored by John M. Budd, president, Great Northern Railway; Robert S. Macfarlane, president, Northern Pacific Railway, and G. A. MacNamara, president, Soo Line.

During the evening, a dinner to which Twin City railway officials had been invited was held at the Minnesota Club.

Scholarship Award



Laurence L. Moore (left), Thomas J. Deegan, Jr., Chairman, FRP.

Laurence L. Moore, Great Northern Railway city freight agent in Portland, Oregon, was one of three winners of a nationwide scholarship contest conducted by the Federation for Railway Progress.

The 24-year-old Oregonian received a $1,000 check from the Federation at a ceremony in Washington, D. C., August 21. He plans to enter the University of California this Fall.

Other winners in the contest, which was limited to railway employes throughout the country, are Donald C. Sesenbaugh of the Western Maryland Railway in Pikesville, Maryland, and Lawrence A. Payseure of the Chesapeake & Ohio Railway in Richmond, Virginia.

Purpose of the scholarship contest was to stimulate interest in the importance of college training for railway employes.

CTC for GN

A 63-mile section of centralized traffic control to expedite movement of passenger and freight trains will be installed in 1954 on Great Northern's main line between Delano and Willmar, Minnesota.

Work on Great Northern's first CTC will begin in early Spring and is scheduled to be completed by the end of the year. Cost of the project will approximate $700,000.

Automatic signals, manually controlled signals and switches are associated in centralized traffic controlled operations. Under CTC, trains are controlled by switches and signals actuated by electricity from a single central point where the operator sees the track in miniature on the CTC control panel before him.

Lights on the panel show the location and progress of all trains at all times. By pushing buttons and turning levers, the operator directs the movement of trains throughout the entire CTC area.

CTC makes possible closer "meets" between opposing trains and faster "run-arounds" of slow trains by speedier ones. Controls are so devised and interlocked that it is impossible to set up conflicting train movements.

Control point for the initial Great Northern CTC installation will be in Willmar, a division office of the railway. Signals will be relayed through 15 field stations between Willmar and Delano.

In 1900, American railroads handled 1,863 ton miles of freight for each individual in the country. In 1910, 2,773 ton miles; in 1930, 3,142 ton miles, and in 1952, 3,916 ton miles.



State Governors board GN's streamlined Empire Builder at Seattle's King Street Station. Left: Governor of Virginia John S. Battle and Mrs. Battle. Right: Governor of Illinois William G. Stratton, Mrs. Stratton, and daughters (left to right on steps) Diana and Sandra. Forde photos.

State Governors Travel Great Northern

Among state governors and their parties returning via Great Northern Railway's streamlined Empire Builder to their home states from the 45th Annual Governors' Conference recently held in Seattle, Washington, were Governor and Mrs. John S. Battle of Virginia, and Governor and Mrs. William G. Stratton of Illinois and daughters Diana and Sandra.

Governor Theodore McKeldin of the State of Maryland, accompanied by Mrs. McKeldin and their son, traveled east on the streamlined Western Star, stopping over for several days at Glacier National Park in the Montana Rockies.

The three-day Governors' Conference was a working meeting rather than a vacation for the state executives. Problems under discussion included issues concerning education, penology, development and conservation of natural resources and the relationship between state and federal governments.

Highlight of the conference was the visit of President Eisenhower, who attended the State Dinner on August 3, and addressed the group. His message was carried on national radio and television networks.

The conference which was attended by virtually all U. S. state and territorial governors, was held during Seattle's annual Seafair celebration and was the first time the group has met in the Pacific Northwest.



Scouts are welcomed to Glacier by Chief Cold Wind, who as an Eagle Scout, represented his troop at the last International Jamboree.



Costumed Blackfeet present scouts scrolls and other gifts to Scouts following ceremonial Powwows.



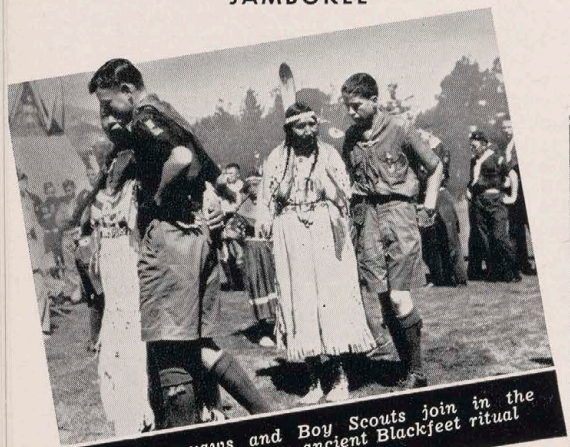
Boy Scouts

VISIT GLACIER NATIONAL PARK ENROUTE TO AND FROM NATIONAL JAMBOREE

As one of the many entertainment features provided for most of the approximately 8,000 Boy Scouts and Explorers who, during July, traveled to or from their National Jamboree at Santa Ana, California via Great Northern special trains, costumed Blackfeet Indians welcomed each trainload of Scouts to Glacier National Park in the Montana Rockies.

Before colorful tepees pitched on a natural amphitheatre near Glac

(Continued on page 12)



Indian squaws and Boy Scouts join in the "Rabbit Dance", an ancient Blackfeet ritual



Scouts hold a snowball fight in mid-at Glacier Park's Logan Pass on the Continental Divide.

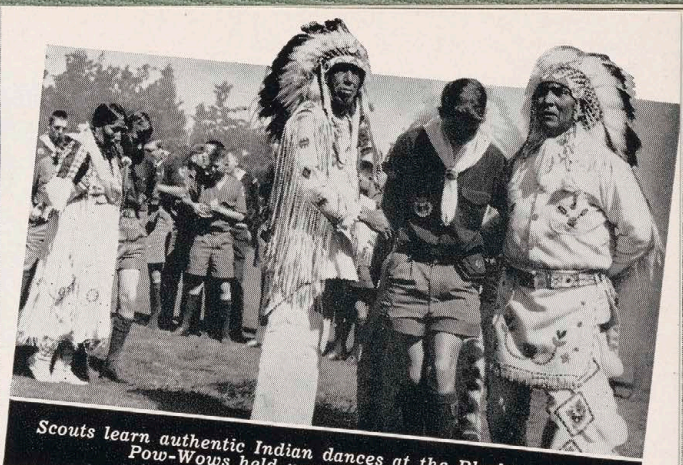


A colorful ... was presented ... who visited

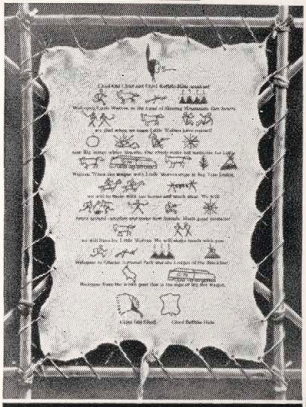




Costumed Indians present souvenir mementos to Scouts at Pow-Wows.



Scouts learn authentic Indian dances at the Blackfeet Indian Pow-Wows held near Glacier Park Hotel.



A colorful pictograph scroll was presented to each Scout who visited Glacier Park.



For many Scout groups, the Glacier Park visit included a day-long trip on spectacular Going-to-the-Sun Highway.



GN special train carrying Scouts from Philadelphia and New Jersey, on the "Inside Gateway", the Bieber line to California.



...er at Glacier Divide.

READIN', 'RITIN', 'RITHMETIC... AND RAILROADS



SCOUTS—continued

Park Hotel, they staged a program of Indian dances, Pow-Wows, ceremonials and lessons in sign language, and presented souvenir scrolls in Indian picture writing to each boy. For many groups, the Glacier Park visit included a day-long trip across the Continental Divide via spectacular Going-to-the-Sun Highway, with a midsummer snowball fight on Logan Pass.

Several groups visited large lumber mills at Longview and Everett, Washington, lumber camps and tree farms which vividly illustrate the conservation of natural resources, an important feature of Scout policy.

The United States Navy cooperated in arranging visits to the Puget Sound Navy Yard at Bremerton, Washington, and tours of the big battleships and aircraft carriers, seldom available to visitors.

Sightseeing companies, bus companies, city officials and others helped make visits to their areas memorable ones. Land and water sightseeing tours in Spokane, Seattle, Portland and San Francisco, visits to Mount Rainier and Crater Lake National Parks, the famous Columbia River Highway trip, Grand Coulee Dam, ski lift rides and swimming at Whitefish, Montana, were among the many "extras" arranged by the railway.

Western hospitality was exemplified by added features not included in original itineraries. One "special" stopped for approximately two hours at Wolf Point, Montana, so Scouts might see a Wild West Rodeo. Bathing facilities were made available gratis at Havre and Whitefish, Montana, Bend and Malin, Oregon, and at the splendid Jantzen Pool in Portland. Dignitaries of each city welcomed Scouts and provided escorts and entertainment.

Altogether, 20 special trains carrying approximately 8,000 Boy Scouts, Explorers and escorts traveled via Great Northern Railway. Because the movement came during the summer peak traffic period, it was necessary to route several of the "specials" via GN's line through Bend, Klamath Falls and Malin, Oregon, to connect with the Western Pacific's Feather River Canyon Route. This section of Great Northern, the "Bieber Route Inside Gateway", completed in 1931, is used for fast freight and fruit express only, and is noted among operating men for its fine modern roadbed, smooth and fast for valuable freight and perishables. Because of Great Northern's rapid modernization since the war, the railway was able to provide all the diesel power and necessary facilities for handling these special trains via that scenic route.

Dining cars were organized for amazing efficient service. A check on one of the first Scouts trains through Glacier showed that the demands of young and ravenous appe-

(Continued on page 14)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Mom Should Know!

The head of the house was reading a newspaper article very carefully. When he had come to the end of the story he remarked to his wife: "Do you know, dear, I think there's something in what this article says—that the cleverness of the father often proves a stumbling-block to the son." The wife heaved a sigh of relief and said, "Well, thank goodness, our Bobby won't have anything to fall over!"

* * *

He Should Know

Four card sharps got together and a tense, hard-fought contest ensued. Suddenly, the dealer tossed his cards down and said: "This game is crooked!" "What makes you think so?" queried one of the players. "I can tell," replied the dealer, "because that guy is not playing the same hand I dealt him."

* * *

No Fool

Pat was laying bricks at the top of a partly built house and shouted to the foreman that he could not find his way down to the ground. "You fool," shouted the foreman, "come down the way you went up." "Not on your life," Pat yelled back, "I came up head first."

Trigger Boy

A mountaineer took his boy to school to enroll him. "My boy's arter larnin', what dya have?" he asked the teacher. "We offer English, trigonometry, spelling, etc.," she replied. "Well, give him some of that thar trigernometry; He's the worst shot in the family."

* * *

Mindful Maid

Mrs. Smith: "Marie, when you wait on the table tonight for my guests, please don't spill anything."

Maid Marie: "Don't you worry, ma'am; I never talk much."

* * *

He's Right!

"Stand up, Herman," the teacher said, "and tell the class all you know about George Washington."

Little Herman stood up uncertainly and scratched his head vainly for some sort of answer.

"Come now," coaxed the teacher. "Was he a soldier or a sailor?"

"Soldier", replied Herman.

"And why do you say that?" asked the teacher.

"Because", said Herman, quick as a flash, "I saw a picture of him crossing the Delaware and no sailor would ever stand up in a boat like that!"



GN Safety Record

According to figures released by the Safety Section of the Association of American Railroads, Great Northern Railway ranked first among the nation's 16 Group A rail systems in employe safety during the first six months of 1953. For this purpose, Group A lines are defined as those whose employes work 50 million or more man hours a year.

Great Northern's rating for the six months period was 3.04 injuries for each million man hours worked. Union Pacific was second, Chesapeake & Ohio third and Illinois Central fourth.

An Interstate Commerce Commission formula is used to determine rankings. It includes deaths, along with injuries keeping employes off regular duties for more than three of the first ten days after mishaps. Great Northern had 89 such injuries and no deaths during the half year.

tites were kept in mind. Crews were trained to serve dinner to 572 boys in one hour and 40 minutes.

Off-train meals were equally important and had to be planned in advance. The various caterers provided excellent meals and some will stand out in the memory of the boys. Well over 500 Scouts on one special train will not soon forget a "Buckaroo" breakfast of flap jacks, bacon, and all the trimmings furnished by the Rim Rock Riders at Bend, Oregon. Malin, Oregon, a village of less than 600 inhabitants, with cooperation of the Eastern Star and VFW Auxiliary served 1154 fine meals for two trains on a single day, as did the Elks Club and interested citizens of Oroville, California. According to the boys themselves, one of the most enjoyable meals on the entire trip was the box chicken dinner provided for 1154 boys by Pine Tree Inn at Bend, Oregon. To guard against whimsies which might lead to upset stomachs, menus for all meals were fixed in advance by Great Northern and the Scout Council.

Each rail employe concerned joined in the effort to make the Scouts' trips happier and more rewarding. During one of the Blackfeet Pow-Wows, a conductor hurried to the hotel to report that one of the boys was slightly ill and confined to his berth. Though he was supervising the operation of all special trains from temporary headquarters at Glacier Park, an official took a Blackfeet chief to the train with him for a visit with the sick boy. That youngster won't soon forget the vision of the Indian chief in his richly beaded robes and feathered war bonnet, who appeared at his bedside with the boy's gift, a pictograph scroll, a personal lesson in sign language, and "good medicine" to console him for missing the Glacier trip.



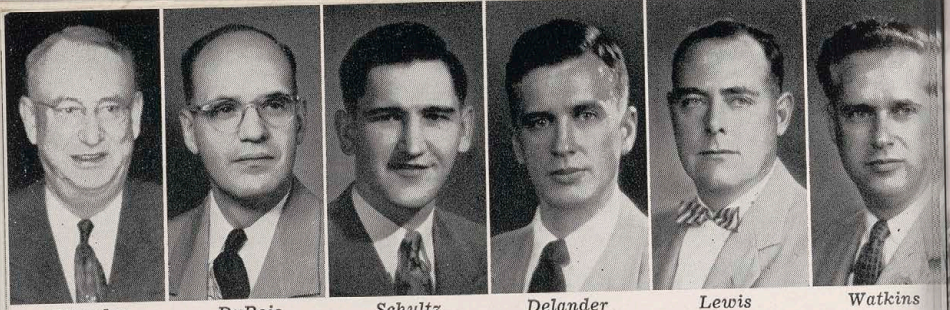
Left to right: J. Hugo Aronson, Governor of Montana; Douglas McKay, Secretary of the Interior; John W. Emmert, Superintendent, Glacier National Park. Photo by Mel Ruder, Columbia Falls, Montana.

Glacier Park Superintendent Honored

For his important part in helping to bring into Federal ownership nearly 10,000 acres of land inside the boundaries of Glacier National Park in Montana, and for long and capable service to the public, John W. Emmert, superintendent of Glacier since 1944, was recently given the Distinguished Service Award of the Department of the Interior, which was presented to him by Secretary of the Interior Douglas McKay. The presentation was made in the course of ceremonies at the Park celebrating the transfer of the lands, acquired from the State of Montana in exchange for other Federal lands in the Eastern part of the State.

The Department's Citation for Distinguished Service notes Emmert's administration of the complex problems of Glacier, third largest national park, which has made it one of the best managed areas in the National Park System; his fostering of cooperation with international, national, State and local agencies; and particularly his part "in promoting harmonious relationships with Glacier's sister national park, Waterton Lakes, which is the Canadian portion of the Waterton-Glacier International Peace Park."

Emmert, who is one of the "old timers" of the National Park Service, began employment in 1912. Among those participating in the ceremonies were Montana Governor J. Hugo Aronson; Conrad L. Wirth, director of the National Park Service, Washington, D. C.; Howard Baker, regional director, Omaha, Nebraska, and J. H. Atkinson, superintendent of Waterton Lakes National Park in Canada.



Murphy *DuBois* *Schultz* *Delander* *Lewis* *Watkins*

Passenger Department Changes

Robert C. Murphy, Great Northern's Spokane, Washington, general agent, passenger department since 1940, retired effective September 1.

Murphy entered railroad service with the Union Pacific in 1906, and joined Great Northern in Spokane in 1911 as night man in the depot ticket office. He became ticket clerk in the Spokane city ticket office in 1912 and has worked there continuously until his retirement. He became city passenger agent in 1920, city passenger-ticket agent in 1931, and general agent, passenger department in 1940.

Ray L. DuBois who succeeds Murphy as Spokane general agent, passenger department, joined the railway in Spokane as a steno-clerk in 1937. He became Wenatchee city passenger agent in 1940, Tacoma city ticket agent in 1941, passenger representative in 1947, and city passenger agent in 1949. He was named traveling passenger agent with headquarters in Spokane in 1951.

Succeeding DeBois as traveling passenger agent with headquarters in Spokane is Daniel B. Schultz, a native of St. Paul. Schultz began work for Great Northern in St. Paul in 1941, entered military service in 1943, and after his return two years later joined the passenger traffic department. He has been in San Francisco since 1947, and city passenger agent there since 1951.

Paul T. Delander has been appointed the railway's city passenger agent in San Francisco. He joined GN in St. Paul in 1947 as a waybill sorter, and became traveling passenger representative on the Empire Builder in 1950. He was transferred to San Francisco as passenger representative in March, 1951, and was promoted to cashier in December the same year.

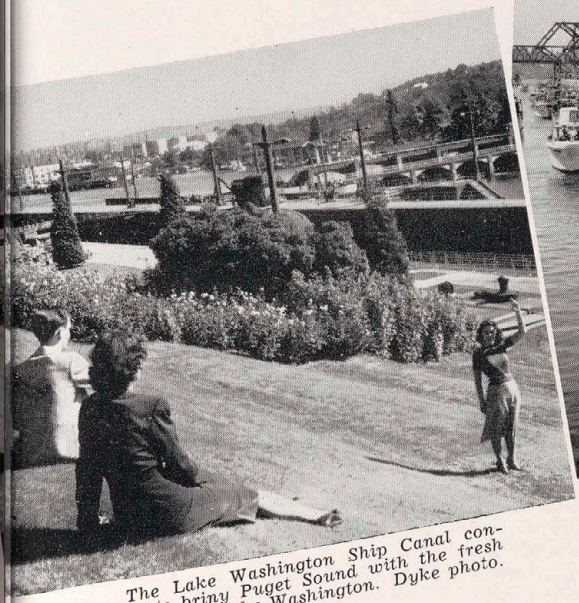
David E. Lewis, passenger representative in Great Northern's St. Paul City Ticket Office has been appointed city ticket agent succeeding the late Harry E. Johnson. With the railway since 1948, Lewis was traveling passenger representative on the Empire Builder until March, 1951.

Warren B. Watkins, traveling passenger representative on the Empire Builder since September, 1947, succeeds Lewis as passenger representative in St. Paul.

International Dairy Show

Farmers, dairy cattle breeders, milk producers and processors, and others concerned with the industry will travel to Chicago for the first annual International Dairy Show to be held at Union Stock Yards International Amphitheatre, October 10-17.

Additional information may be obtained by writing to the International Dairy Show, 817 Exchange Building, Chicago 9, Illinois, or from any Great Northern Railway representative.



The Lake Washington Ship Canal connects briny Puget Sound with the fresh waters of Lake Washington. Dyke photo.



Traffic through the locks is heavy, especially during spring, summer and fall. Scaylea photo.

Seattle's Lake Washington Ship Canal

Of more than passing interest to visitors in Seattle, Washington, is the Lake Washington Ship Canal and Government Locks at Ballard, that link Puget Sound, Lake Union and Lake Washington, giving Seattle two inner fresh water harbors. The canal is approximately eight miles in length, and has locks exceeded in size in the Americas only by those of the Panama Canal.

The larger of the two locks can accommodate vessels up to 780 feet in length. Ships long at sea, whose bottoms are foul with marine growths, need not go through expensive dry-docking at Seattle, but simply pass through the canal into the fresh water of Lake Washington, where, because of the lack of salinity, the barnacles lose their grip.

Traffic through the locks is extremely heavy, especially during the spring, summer and fall months. For example, during one five-month period in 1952, a total of 37,946 vessels of all kinds were clocked. These consisted of 29,359 pleasure craft; 7,546 fishing boats; 447 rafts and 594 large ships.

A surprising number of vacationists and residents visit the locks on Sundays and holidays, and during the week the number of sightseers at the locks indicates that it is one of the main attractions in Seattle.

New Passenger Train Schedules

Effective September 6, 1953, SP&S train No. 3, the westbound Western Star will leave Spokane on its present schedule but will arrive Portland 6:30 AM, instead of 7:00 AM. Sleeping cars may be occupied in Portland until 7:30 AM. Train No. 4, the eastbound Western Star will leave Portland at 10:00 PM, 30 minutes later than heretofore. Arrival at Spokane remains at 6:35 AM.

The following passenger train schedule changes are scheduled effective September 27, 1953:

Pool line train No. 407 operating daily between Portland and Seattle will leave Portland 9:40 AM and arrive Seattle King Street Station at 1:40 PM, 20 minutes earlier than at present. To afford connection, GN train No. 360, the northbound International operating daily between Seattle and Vancouver, B. C., will leave Seattle at 2 PM instead of 1:30 PM as at present.

Also effective September 27, GN train No. 1, the westbound Empire Builder will arrive Seattle at 8:00 AM instead of 7:30 AM, and train No. 3, the westbound Western Star will arrive Seattle 7:30 AM instead of 7:00 AM.

Effective August 16, minor changes were made in schedules of Great Northern passenger trains on the Willmar division as follows: Train No. 1, the westbound Empire Builder now leaves Willmar 10:18 PM, arrives Breckenridge 12:03 AM. Train No. 3, the westbound Western Star arrives Willmar 10:06 AM, arrives Breckenridge 12:20 PM. Train No. 9, the westbound Dakotan, arrives Breckenridge 4:10 AM. Train No. 11, the westbound Red River, arrives St. Cloud 7:06 PM. Train No. 12, the eastbound Red River leaves St. Cloud 12:23 PM. Train No. 27, the westbound Fast Mail, arrives Willmar 11:37 AM, arrives Breckenridge 1:45 PM.

Passenger trains 161-162 have been discontinued between Sioux Falls and Yankton, South Dakota. Mixed trains 317 and 318 now operate between Sioux Falls and Yankton. Adjustments have also been made in schedule of trains 51-52 between Willmar and Sioux City and trains 161-162 between Garretson and Sioux Falls as follows:

Daily Except Sunday

No. 51				No. 52
1:30 AM	Lv	Willmar	Ar	11:59 PM
6:10 AM	Ar	Garretson	Lv	7:20 PM
6:20 AM	Lv	Garretson	Ar	7:00 PM
9:30 AM	Ar	Sioux City	Lv	3:50 PM

No. 161				No. 162
6:30 AM	Lv	Garretson	Ar	7:02 PM
7:02 AM	Ar	Sioux Falls	Lv	6:30 PM

No. 317 Mixed				No. 318 Mixed
7:40 AM	Lv	Sioux Falls	Ar	5:40 PM
11:30 AM	Ar	Yankton	Lv	1:30 PM

A through coach is operated from St. Paul to Sioux Falls on trains 9-51-161, returning on trains 162-52-10. Express is handled on mixed trains 317-318 between Sioux Falls and Yankton.

Passenger trains Nos. 253 and 254 between Wenatchee and Oroville, Washington, have been discontinued. Northwest Greyhound Bus Company will honor rail tickets reading via Great Northern between Wenatchee and the following stations, all in Washington: Chelan, Pateros, Brewster, Okanogan, Omak, Tonasket, Oroville. This arrangement only applies in connection with rail tickets reading to or from points east and west of Wenatchee.

Goat Gleanings



The 13th annual National Bible Week, sponsored by the non-sectarian Laymen's National Committee, will be observed October 19 through 25. Theme will be "The Bible: Key to Peace".

* * *

Wallace and Warren Bakken of Grand Forks, North Dakota, Gary A. Graham of Bellingham, Washington, and Jerry H. Winkley of Rollins, Montana, regional award winners, recently traveled round trip via Great Northern Railway to the Fisher Body Craftsman's Guild Convention held in Detroit, Michigan, August 18-21.

* * *

Effective immediately, caskets will be handled in baggage service on the Empire Builder, to and from all scheduled stops, space permitting.

* * *

Dates of the 26th annual consecutive observance of National Dog Week are September 20 through 26. National Dog Week has the active cooperation of Boy and Girl Scouts, Boys' Clubs and Campfire Girls organizations which are interested in dog care and training as a means of building character in growing youngsters.

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1953, are: Merrill S. Davis, crossing watchman, Helena, Mont.; Frank C. Gorman, switchman, Minneapolis, Minn.; William J. Hicks, machinist, St. Paul, Minn.; George H. Ramstad, yardmaster, Crookston, Minn.; Clarence H. Smith, secretary, St. Paul, Minn.; Robert W. Stevenson, engineer, Minot, N. D.; William A. Tegtmeier, engineer,, Seattle, Wash.; Benjamin Terwedo, yardmaster, Minneapolis, Minn.; Joseph Tortorelli, car repairer, Spokane, Wash.

Members reported pensioned during August, 1953, are: William A. Buckner, telegrapher, Devils Lake, N. D.; Allen J. Dolliver, conductor, Williston, N. D.; Olai Grove, B & B foreman, Great Falls, Mont.; Patrick G. Graham, engineer, St. Cloud, Minn.; Walter A. Harman, general foreman, St. Paul, Minn.; John F. Meuffels, engineer, Watertown, S. D.; Michael J. O'Donnell, conductor, San Leandro, Cal.; Arthur H. Peterson, carpenter, St. Paul, Minn.; Carl Peterson, engineer, Grand Forks, N. D.; Clifford R. Rogers, brakeman, Breckenridge, Minn.; Vernon D. Schull, brakeman, Fargo, N. D.; Arthur J. Schane, gang leader, St. Cloud, Minn.; Davis E. Wilder, agent, Butte, Mont.

Relaxation? Great!



when you go Great Northern

EMPIRE BUILDER
WESTERN STAR

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

Connections to and from California in Portland and Seattle. In Chicago to and from the East and South.



GREAT NORTHERN PASSENGER AND FREIGHT OFFICES IN PRINCIPAL CITIES

Form 6009 9-53

Printed in U. S. A.


The Great Northern
GOAT
OCTOBER 1953
GREAT NORTHERN RAILWAY



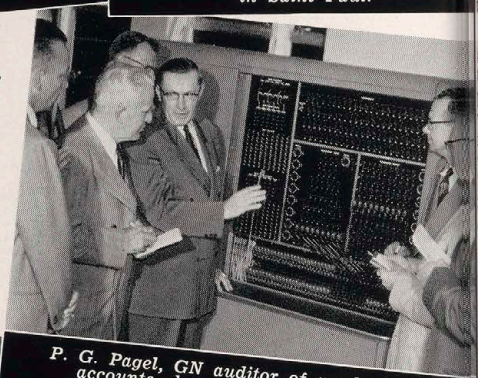
George F. Hardy, general freight traffic manager, describes Great Northern's Twin Cities terminal and transfer facilities.



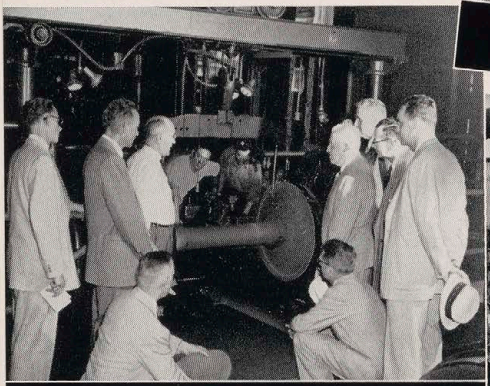
"Students" visit the railway's diesel maintenance and repair shops in Saint Paul.

Educational Tours

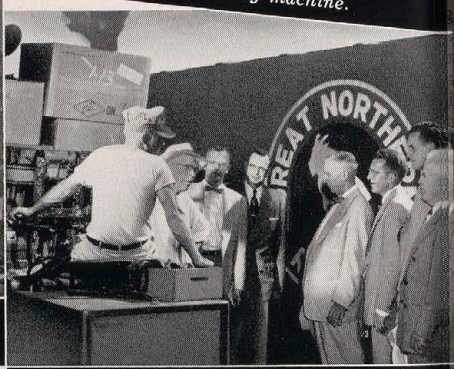
For GN Freight Men



P. G. Pagel, GN auditor of mechanized accounts, demonstrates a complex electronic calculating machine.



At GN's Saint Paul shops, the "class" is shown how car wheels are machined in a huge lathe.



The group is shown how use of modern methods, such as fork lift trucks and pallets, speeds the handling of freight.

Photos by Marion Carpenter.

GN Freight Men Go to "School"

One of the most important services the Great Northern can provide its customers is well-informed counsel by its traffic representatives—the men who, stationed throughout the United States and Canada, sell the railway's services. Constant attention to the education of these men who meet the customers is a big factor in the railway's progress, and "Progress is a Great Northern Habit".

Great Northern equips its freight forces for better service to patrons by conducting a continuing "school" on the railway from one end of the 8,000-mile international "campus" to the other.

A "class" usually is composed of a group of eight on and off-line freight traffic representatives, and is purposely small to insure the fullest value to each member and to the railway. A "class" travels several thousand miles during an 11-day "semester", beginning the tour in St. Paul, Great Northern's headquarters. Sessions begin early, end late, and nearly all departments of the railway participate and cooperate.

The course of study begins with an orientation meeting conducted by George F. Hardy, general freight traffic manager, and other officials of the freight traffic department. This is followed by a tour of the general office building. Functions and procedures of various departments including the executive, operating, passenger traffic, law, accounting, public relations and advertising are explained and viewed at first hand. Of special interest is the mechanized accounts section with electronic computors and key punch card machines. During the tour of the building, the men meet many people with whom they have frequent contact by telephone and correspondence.

The group stays in the Twin Cities for approximately two days. Accompanied by traffic and operating men who know Great Northern's St. Paul and Minneapolis operations, the "class" visits shops, yards, freight houses, Minnesota Transfer facilities and industrial sections in the Twin Cities.

Evenings are devoted to question and answer sessions, discussion periods, and talks by agricultural, transportation, public relations, passenger and freight traffic officials.

From St. Paul aboard the streamlined Western Star, the "class" travels westward to Spokane, Washington, and Portland, Oregon, thence north to Seattle, and Vancouver, British Columbia. The eastbound trip between Seattle and Spokane is made by daylight so that agricultural development in the Columbia Basin and GN's huge Appleyard Terminal at Wenatchee can be seen.

Along the route, local freight traffic, operating, agricultural and mineral development men board the train and travel with the "class" through their respective territories, to point out areas of interest, industrial facilities, agricultural activities and oil development areas. They explain methods, discuss matters of mutual interest and answer questions.

Stops and inspection trips are made at various freight terminals, transfer and junction points including Havre and Great Falls, Montana; Portland, Oregon; Vancouver, Seattle, Everett, Bellingham and Spokane, Washington, and Vancouver, British Columbia.

Final examinations are a required part of the course. Each "student" must submit a detailed report of his

(Concluded on page 6)

The Great Northern



VOL. 23 October, 1953 No. 10

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

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



Have an apple—a juicy Delicious red apple from Wenatchee, Washington, "Apple Capital of the World". Al Winters photo.

Your Railroads

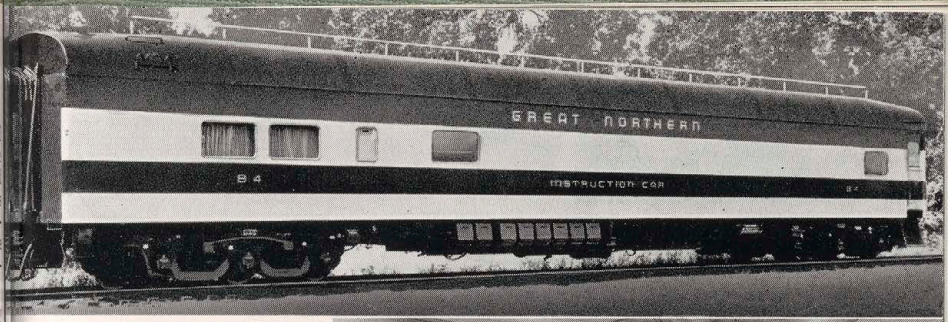
America's ability to defend herself and the principles for which she stands has come to depend more and more on new and fantastic weapons and machinery. Despite the revolutionary changes that have taken place in warfare, our very lifeline of defense continues to be our railroads.

Literally, the Military Railway Service is the lifeline of United Nations Forces in Korea. It is conservatively estimated that nearly all of the supplies used by UN forces made the major part of their journey by rail.

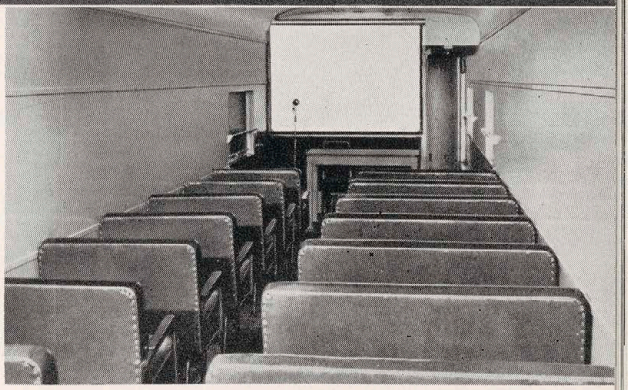
In Korea, as in World War II, and in all our other important military engagements dating back to and including the Civil War, railroads have been the lifeline of our armed forces. During World War II, over 90 per cent of all military freight traffic in this country moved by rail. Over 97 per cent of all organized troop movements moved by train. Including both military and civilian traffic, the railroads during the war years handled more than two-thirds of all freight moving between our cities.

As we use and enjoy our highways, skyways and waterways, it is well to keep in mind that in peace as in war, our standard of living as well as our military defense rests firmly on the railroads' unique, three-fold abilities: Their vast and flexible hauling capacity. Their extraordinary efficiency and economy in the use of men and fuel. Their ability to haul anything, in any quantity, anywhere, regardless of weather, over their highly organized system of steel rails that reach into every corner of the country.

Because there is no form of transportation in existence or in sight that can match the railroads in all these respects, the railroads will continue to remain the basic transportation arm of this great nation.



Great Northern's safety instruction car will also be used for other employe instruction work over the system.



Interior of the 68-seat auditorium or meeting room with screen in position for showing of motion pictures.

GN Safety Car

A traveling theater on wheels is now in service on the Great Northern Railway.

Complete with an auditorium or meeting room, seating 68 and a motion picture projection room, this is the railway's first car designed especially for safety instruction of the railway's employes.

As it tours the railway, the self-sustaining air-conditioned car also will be used for classes in supervisory training and other educational programs for employes.

To provide maximum lighting control while motion pictures are shown, the auditorium has but two outside windows. At the front is a speakers' platform, with a microphone connected to a public address system throughout the car and a roller-type motion picture screen. The projection room at the rear includes equipment for transmitting sound to the public address system. The 82-foot car was built in Great Northern's shops in St. Paul.

Great Northern Railway's employe safety record for the first six months of 1953 was the best of 16 of the nation's largest railway systems.

Famous Indian Artist Dies



Winold Reiss

Winold Reiss, one of America's foremost painters of the North American Indian, died in New York City on August 29.

Mr. Reiss, who executed his first collection of Indian portraits in 1919, dedicated his talents to creating a pictorial epic of the North American Indian to preserve the distinctive characteristics of these fast vanishing tribes. The Indians of the Northwest were his favorite subjects for research and the many portraits which he made of the Blackfeet Indians constitute a veritable saga of the tribe.

Mr. Reiss frequently visited the Blackfeet Indian Reservation, which adjoins Glacier National Park in the Montana Rockies, for additional material. His portraits have appeared on Great Northern's Blackfeet Indian Art Calendars since 1928. He conducted a summer art school in Glacier National Park for several years during the 1930's. He last visited Glacier National Park in 1948 when he completed a large collection of Blackfeet Indian portraits several of which were purchased by Great Northern Railway, assuring a continuation of his paintings on the railway's Indian Art calendars for many years to come.

He was inducted into the Blackfeet Indian tribe several years ago and given the name "Beaver Child".

Mr. Reiss was born in Germany, a son of a painter, and came to the United States in 1913. He was a member of the American Watercolor Society, the National Society of Museum Painters, and a vice president of the Architectural League of New York. His paintings can be seen in the Cincinnati Union Terminal, the Woolarock Museum at Bartlesville, Oklahoma, the Minneapolis Institute of Arts, the Museum of the Plains Indian in Browning, Montana, and many hotels, theaters and restaurants, including the Longchamps chain in New York.

New GN Freight Cars

Construction of 500 new Great Northern steel boxcars is now under way at the railway's St. Cloud, Minnesota, shops. When the production peak is reached some time this month, 20 completed cars will roll off the assembly lines daily.

Each car weighs about 44,000 pounds and has a load capacity of 125,000 pounds. Cost of the 500 cars will be $3,156,000.

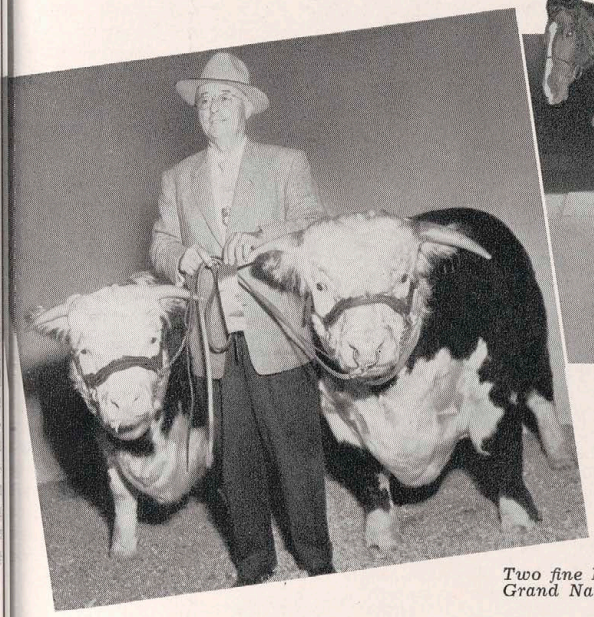
GN "SCHOOL"—concluded

activities and a review of the highlights of the trip, with suggestions welcomed for any changes or improvements he believes are advisable.

The "class" disbands in Spokane and members head for home with first-hand knowledge of how freight is handled, and better equipped to do a better job for Great Northern, its customers, and themselves.



Champion hunters or jumpers will be presented at each of the Grand National's 14 performances.



Two fine Herefords shown at the 1952 Grand National Livestock Exposition.

California Livestock Exposition

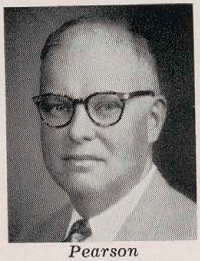
With a total of $155,683 cash premiums, purses and entry fees available to competitors in all divisions, the Grand National Livestock Exposition, Horse Show and Rodeo will be held October 30 through November 8 in the gigantic San Francisco Cow Palace.

Livestock premiums constitute the major portion of the cash offered for competition. The beef cattle show will be highlighted by the American Polled Hereford Association National Show and Sale.

Representatives of America's first new breed of beef cattle, the Santa Gertrudis from fabulous King Ranch in Texas, will be exhibited for the first time. The Santa Gertrudis resulted from a cross between the Indian Brahmas and the British Shorthorns and have the capability of thriving and making flesh in heat and drought.

Along with the great livestock exposition, the Grand National will present a total of 14 fast action arena entertainment shows. The Wild Stallion Stampede, first introduced in 1951, is being brought back by popular demand. In this event, wild stallions corralled in Montana and Wyoming are turned loose in the arena. Cowboy entrants attempt to catch a horse, mount and ride it. Specialty acts will alternate on the program with cowboy contests in the Championship Rodeo, the Wild Stallion Stampede and the Grand National Horse Show.

Appointment



Pearson

Appointment of Clyde A. Pearson of St. Paul as assistant to the president of the Great Northern Railway is announced by John M. Budd, president.

Mr. Pearson, who has been personnel assistant at Great Northern for the past ten years, will continue his employe relations activities. He will be succeeded as personnel assistant by Lloyd L. LaFountaine of St. Paul.

Mr. Pearson began work for the Omaha Road as a clerk in Spooner, Wisconsin, in 1918. The following year he became a clerk in the Omaha's general offices in St. Paul and subsequently did accounting and auditing work.

In September, 1942, Mr. Pearson became assistant director of personnel for the Omaha. In 1943 he went to Chicago in the same work for the North Western Railway, and became identified with Great Northern in October of that year.

From late February through May of this year, Mr. Pearson attended an advanced management program at Harvard University Graduate School of Business Administration.

Mr. LaFountaine has been identified with the Great Northern operating department since 1937. Prior to entering Military Railway Service in 1942 he was trainmaster in Klamath Falls, Oregon. After World War II, he was trainmaster in Wenatchee, Washington, before coming to St. Paul in 1948.

GN Passenger Train Schedule Changes

Effective September 27, westbound schedules of GN train No. 1, the Empire Builder, and train No. 3, the Western Star, were changed west of Spokane to arrive Seattle 30 minutes later than heretofore. Minor adjustments have also been made in schedules of the eastbound Empire Builder and Western Star trains 2 and 4.

WESTBOUND

No. 3	No. 1		
9:30PM	11:30PM	Ar	Spokane
9:55PM	11:59PM	Lv	Spokane
12:40AM	2:12AM	Lv	Ephrata
2:00AM	3:30AM	Ar	Wenatchee
2:10AM	3:40AM	Lv	Wenatchee
5:05AM	5:46AM	Lv	Skykomish
6:28AM	7:02AM	Lv	Everett
7:30AM	8:00AM	Ar	Seattle

EASTBOUND

No. 2	No. 4		
3:00PM	10:15PM	Lv	Seattle
3:53PM	11:14PM	Lv	Everett
5:07PM	12:30AM	Lv	Skykomish
7:10PM	2:40AM	Ar	Wenatchee
7:20PM	2:50AM	Lv	Wenatchee
8:22PM	4:15AM	Lv	Ephrata
10:45PM	6:50AM	Ar	Spokane
11:15PM	7:20AM	Lv	Spokane

GN train No. 27, the westbound Fast Mail now leaves Ephrata 9:50 PM, arrives Wenatchee 11:05 PM, leaves Wenatchee 11:25 PM, leaves Skykomish 2:20 AM, leaves Everett 4:00 AM. Train No. 28, the eastbound Fast Mail now leaves Skykomish 1:08 AM.

Pool line train No. 407 between Portland and Seattle, now operates on an earlier schedule leaving Portland 9:40 AM, arriving Seattle 1:40 PM, connecting with GN train No. 360, the streamlined International, which now leaves Seattle 2:00 PM and arrives Vancouver, B. C., at 5:40 PM.

CB&Q train No. 54, the eastbound Western Star, now leaves Minneapolis 10:05 PM, St. Paul 11:30 PM and arrives Chicago 7:20 AM.



North Dakota Agricultural College School of Pharmacy 1953 tour group. Bass photo.

NDAC Pharmacy Group Travels GN

Students of the School of Pharmacy of the North Dakota Agricultural College with faculty members as escorts, traveled round trip between Fargo, North Dakota, and Chicago, on Great Northern's streamlined Western Star, to inspect pharmaceutical plants and laboratories located in Chicago and Indianapolis.

The 1953 Annual Pharmacy Tour was arranged and sponsored by Eli Lilly Company of Indianapolis, and Armour & Company of Chicago.

The group visited Armour plants in Chicago and Bradley, Illinois, Lilly's "Kentucky Avenue" and "McCarthy Street" plants in Chicago, and Biological Laboratories in Greenfield, Indiana.

Some of the more interesting processes seen by the group included those used in the formulation of Gamma Globulin, making of capsules, compression of tablets, preparation of injections and manufacture of Insulin and antibiotics.

Members of the tour group were guests of Armour's at the Stockyard's Inn in Chicago, and the Lilly Company at Hotel Severin in Indianapolis. Other hosts for the tour were McKesson & Robbins, Incorporated of Minneapolis, and Northern Drug Company of Fargo.

The Williston Oil Basin

The Great Northern Railway traverses the Williston Basin, the newest and most exciting oil province in North America. The Railway's main line bisects the Basin from east to west and its numerous branches serve a large part of the area.

The Williston Basin received its name in 1923 from Williston, North Dakota, which is near the center of the Basin and on the main line of the Great Northern Railway. However, despite this early naming, it was not until 28 years later that commercial oil was discovered. W. T. Thom, Jr., of Princeton University, who had for more than nine years been mapping large areas of the Basin, was the christener and it was he who was probably the first to recognize the tremendous oil possibilities of the region.

The Basin covers some 250,000 square miles of North Dakota, Montana, South Dakota, Saskatchewan and Manitoba. The sediments vary in thickness from the surface to the underlying basement rocks from over 15,000 feet near its center to about 3,000 feet in eastern North Dakota. Thus, the Basin is the largest single volume of sedimentary rocks in North America, measuring hundreds of thousands of cubic miles.

Oil was first discovered in the Basin by the Amerada Petroleum Corporation on April 4, 1951, at the Clarence Iverson No. 1 well, which is located about 8 miles south of the Great Northern main line at Tioga, North Dakota, a station about 40 miles east of Williston. Almost immediately activity became feverish, not only near Amerada's discovery, but elsewhere throughout the Basin.

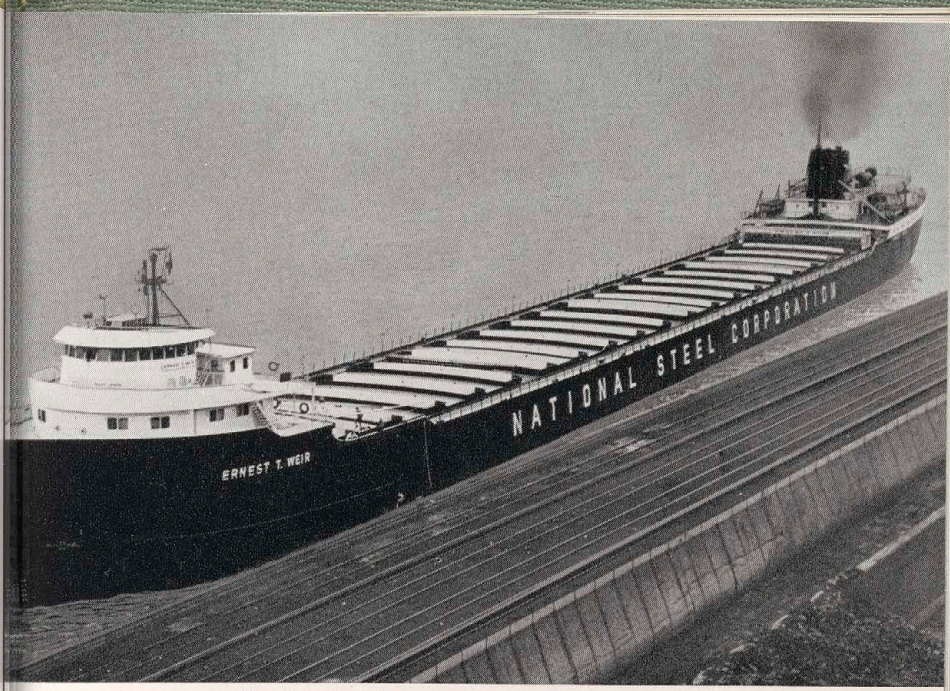
The history of oil search in the Basin goes back to the 1930's. In 1934, after several years of gathering information on the surface and subsurface geology of the Basin, the first well was drilled; it failed to find oil. Other wells were drilled, they were all dry. One deep well, just six miles south of the Clarence Iverson was drilled in 1938 with no oil being discovered.

Many oil companies spent several millions of dollars and thousands of man hours with no success. Amerada spent large sums of money in collecting data before it drilled its first well; fortunately this company's first venture, the Clarence Iverson, was well located and a discovery was finally made.

The successful location of a new oil field depends on many factors, not the least of which is luck. Even after all possible data on an area has been collected and carefully appraised, and the most competent minds have decided that a certain location has good chances for containing oil, the national average odds against a successful discovery is about 8 to 1. Fortunately, the Williston Basin odds have, so far, been much less even though the wells are deep. Most of the discoveries have ranged from 5,000 feet depth to 12,000 feet, some wells ending about two miles below sea level. It is indeed a tribute to scientific instruments and skills that they are this accurate at such great distances through solid rock.

The sediments of the Williston Basin have been accumulating over a period of about 500 million years. When the earliest and deepest sediments, the Cambrian, were being laid down on the underlying pre-Cambrian rocks ("granites"), vegetation was sparse. In the succeeding Ordovician Period, there was a decided climatic change and vegetation of low-order was abundant. The Ordovician, 380 to 450 million years

(Continued on page 20)



The Great Lakes ore carrier Ernest T. Weir.

Record Ore Cargo

The steamer Ernest T. Weir, largest vessel built to date on the Great Lakes, loaded 21,057 gross tons of iron ore, bill of lading weight, at Great Northern Railway's ore docks at Allouez, Wisconsin, on September 10. Destination was the P. Y. & A. ore dock at Ashtabula, Ohio. This was the largest cargo of ore ever loaded on the Great Lakes.

The Ernest T. Weir is 680 feet in overall length, has a 70-foot beam, is 37 feet in depth and has a speed of 16 miles per hour. She is a coal burner and is driven by a 7,000 horsepower turbine. Built at the Lorain, Ohio, yard of the American Shipbuilding Company, she was placed in commission in April of this year.

The vessel is owned by the National Steel Corporation and is operated in the fleet of The M. A. Hanna Company.

Great Northern's iron ore docks at Allouez are the largest in the world.

Omaha—Great Falls Sleeping Car Service

A 12-section, 1 drawing room Pullman sleeping car is now being operated between Omaha and Great Falls, via Billings.

The car operates westbound on CB&Q trains 19-43 and GN train 43; eastbound on GN train 42 and CB&Q trains 42-6.

Harvest Time

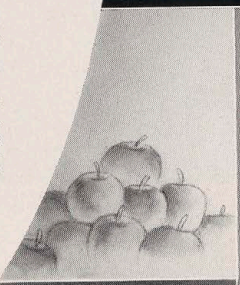
IN WENATCHEE -- FAMED APPLE CAPITAL OF THE WORLD

On a late autumn afternoon in 1901, a Great Northern freight train left Wenatchee carrying the first full carload of apples ever shipped from the Wenatchee Valley. As they stood on the station platform watching the train pull out, rancher Philip Miller and fruit dealer Conrad Rose never dreamed they were witnessing the beginning of an era that was to make Washington State famous throughout the world.

(Continued on page14)



Ohme's Mo... ardens overlo... Valley ... the "Apple ...





A... transported ... thence b...



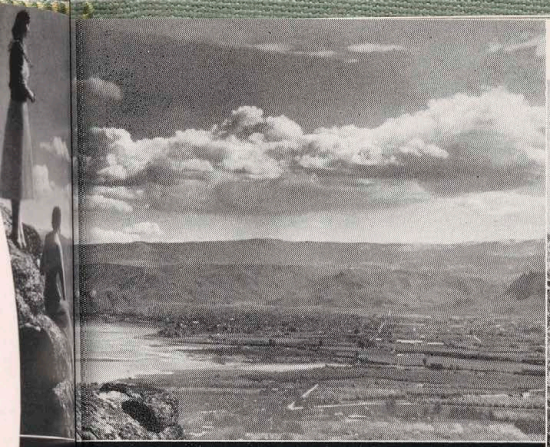
Wenatchee Jaycees distribute apples to Empire Builder passengers during the streamliner's stop in Wenatchee. Al Winters photo.



Each apple is wrapped in protective oiled paper and snugly packed in pine boxes.



Local re... school ... durin...



Gardens overlook the famed Wenatchee as the "Apple Capital of the World".



Apple harvesting is a hand operation. The fruit is picked at the very peak of perfection. Scaylea photo.



re transported from orchards by tractor and trailer, thence by trucks to warehouses.





Local residents including high school students lend a hand during the harvest rush.



Women sorters check the apples carefully as they roll on endless belts to the packing rooms.



SUPPORT YOUR COMMUNITY CHEST

Long ago, Americans began to organize "social agencies" to help people in kindly ways. During the 19th and 20th centuries new agencies sprang up, many inspired by religious impulses. So came the Salvation Army, YMCA and YWCA, Visiting Nurses, Boy and Girl Scouts, Camp Fire Girls, Settlement Houses, family and child care and others, each adding something good to community life.

Where each used to raise its own funds, there were so many campaigns that contributors became confused. Out of this situation developed one great united appeal, the "Community Chest", with the "Red Feather" as its symbol.

Without our generous contributions these welfare agencies would wither; the sick, aged and homeless would become public burdens; family life would be weakened, juvenile delinquency would increase and the morale of our Armed Forces would suffer.

Make it your business to give your fair share to the Community Chest.

APPLES—continued

Today, Wenatchee is known as the "Apple Capital of the World", and the valleys of central Washington produce about one-fourth of all apples grown in America.

Washington's apple industry actually got its start on October 17, 1892, when a silver spike was driven at Wenatchee to link the rails of the Great Northern through the city. Before that time, the Wenatchee Valley and its tributary districts, the Okanogan, the Entiat, Chelan and Methow Valleys, lay waiting.

When the railroad came, the industry expanded swiftly. Ages of erosion by the Columbia River had prepared the fertile volcanic ash top soil. Nature had blessed the area with long warm days and cool short nights which give apples their flaming colors. Water from mountain streams and from the Columbia was diverted for irrigation. In little more than a decade, the production of apples was firmly established as Wenatchee's foremost industry.

In the spring, when the valley is transformed into a fragrant mantle of white and pink blossoms, the famed Washington State Apple Blossom Festival attracts thousands of visitors to Wenatchee. Now in autumn, the trees are laden with fruit, and the harvest is in full swing.

From late September until early November, some 18,000 workers flood into the area to harvest the "Big Six" varieties—Delicious, Winesap, Golden Delicious, Jonathan, Yellow Newton and Rome Beauty.

The harvest is a thrilling race against the elements as ranchers gamble against an early, sharp freeze. The crop must be picked at exactly the right moment and when that time comes, every available person must help. Shops and business establishments close and school children have a "harvest holiday".

(Continued on page 16)

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



One-Shot

Two friends went duck hunting one cold morning. One took along a thermos bottle full of coffee while the other had a bottle of Old Type-setter (one slug and you're through for the day).

Both imbibed freely of their chosen beverages through the early hours and finally a lone duck appeared overhead. The coffee drinker raised his gun first took aim and fired. The duck kept on going. His friend then pointed his gun at the duck and brought it down with the first shot.

"That's pretty good shooting," said the first.

"Nothin' to it," shrugged the other. "When a flock like that comes over, you're bound to hit one of them."

* * *

No Resistance

The long-suffering husband was moaning. "Ruth," he said, "you promised you wouldn't buy a new dress. What made you do it?"

"Dear," replied the modern Eve, "the devil tempted me."

"Why didn't you say: 'Get thee behind me Satan'?" the poor man inquired.

"I did," the woman replied sweetly, "and then he whispered over my shoulder: 'My dear, it fits you just beautifully in the back.' "

Absent-Minded

Dinner Guest: "Will you please pass the nuts, Professor?"

Professor, absent-mindedly: "Yes, I suppose so, but I really should flunk them."

* * *

Incriminating

Magistrate: (to police officer who has arrested two Scotsmen for being intoxicated) "How did you know they were under the influence of drink?"

Officer: "Well, McTavish was offering money to McPherson, who was refusing it."

* * *

Why, Boys!

Jack and Joe were sitting on a park bench with a sweet young thing between them. "Joe," said Jack, "yuh remember that old saying, 'two's company, but three is a crowd'?"

"Yeah," replied Joe, "but this babe is so cute I ain't got the heart to ask her to leave."

* * *

Logical

Passenger: "Is smoking permitted, conductor?"

Conductor: "No."

Passenger: "Well, where did all these cigarette ends come from?"

Conductor: "From people who didn't ask questions."

Newsboys Travel GN



Newspaper carrier salesmen arrive at GN's Minneapolis Station. Minneapolis Star & Tribune photo.

Approximately 56 boys, Minneapolis Star and Tribune carrier salesmen from points in North Dakota and from the Moorhead area in Minnesota, recently traveled round trip to the Minnesota State Fair in Saint Paul via Great Northern Railway.

Groups from Williston and Minot made the journey on the streamlined Empire Builder while those from Grand Forks, Fargo and Moorhead traveled on the Dakotan.

Other activities during the Twin Cities visit included sightseeing and a theater party. Groups were quartered overnight at Minneapolis hotels.

The boys were awarded the all-expense-paid trips to the Fair by the Minneapolis newspapers for securing a specified number of new subscribers.

APPLES—continued

The apples are carefully picked and placed in canvas bags to prevent bruising. They are then taken to packing houses where an additional 4,000 workers process them. After being cleaned by automatic devices, the apples pass on an endless belt where sorters determine their grade. On a sizing machine, each apple is tipped gently into its proper cup and carried to the size bins.

Here, nimble-fingered workers wrap them in protective oiled tissue and pack them in sturdy boxes. When boxes are filled, they are lidded and rolled immediately to refrigerated railroad cars or cold storage warehouses.

Only the finest fruit is shipped in its natural state. Thousands of tons of other grades are converted into juice, cider, jelly, jam, vinegar and confections. Much of this processing is done locally.

There is a light-hearted side at harvest time, too. When darkness falls on the orchards, workers gather around camp fires to hold songfests or impromptu square dances. During National Apple Week, October 22 through 31, Chelan holds its Apple Pie Baking Contest. Members of the Wenatchee Junior Chamber of Commerce board Great Northern's eastbound Empire Builder and present apples to surprised passengers.

Local businessmen arrange apple displays in store windows, and visitors who enter the valley are presented with gifts of fruit. Restaurants throughout the state try to outdo one another in serving meals which begin with cider cocktails and end with apple pie or cobbler. The Washington State Apple Advertising Commission ships posters and apple recipes across the nation.

Last year, Washington's 75,000

(Concluded on page 18)



A gay Vintage Festival is an annual event at Sonoma, California.



Huge vineyards may be seen in many sections of California.

National Wine Week

The month of October brings a birthday that is one of the easiest and most pleasant of all to celebrate. National Wine Week, October 10 through 17, is the anniversary of winegrowing in America.

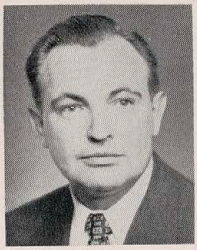
The autumn season of the vintage is an appropriate time for those who know and love wines to enjoy a bottle of an old favorite or to try a new type. For others, it is a time to discover how easy learning about wines can be and how much sparkle wine adds to dining, entertaining and to cooking.

A toast to National Wine Week is a salute to an American agricultural tradition that is 184 years old. The Franciscan Padre Junipero Serra, whose name is about on a par in California with that of William Penn in Pennsylvania, planted the first European grapes for wine in San Diego in 1769. The wines made at his San Diego Mission provided for the Sacrament and supplied Mission tables. Vineyard plantings paralleled the march of the padres northward in California as they established their chain of 21 missions.

Commercial winegrowing in California, with planting of the choicest European grapes, was taken up about half a century later. Today, grapes and wine together are one of California's foremost fruit crops. Nearly 500,000 acres of vines, 75 per cent of the nation's total, furnish grapes for table use, raisins, and as much as 120,000,000 gallons of California wines enjoyed each year. California wineries account for about 90 per cent of the nation's wine production.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

New York Traffic Club



Cummings

A new association has been organized in New York City to stimulate cooperation between passenger traffic departments of commercial firms, passenger carriers and hotel managements, and to provide a forum for discussions of problems arising in the handling of passenger traffic.

Thirty-five charter members representing 34 companies make up the organization which is known as the Passenger Traffic Association of New York. Officers are William Cummings, Asiatic Petroleum Company, president; C. M. Abel, California Commercial Company, first vice president; George Wager, American International Underwriters Corporation, second vice president; Norman Wood, National Association of Manufacturers, treasurer; Charles J. Williams, McGraw-Hill Publishing Company, secretary.

APPLES—concluded

acres of applelands produced 22,780,000 bushels of apples valued at $75,810,000. This year's crop is estimated at 28,000,000 bushels. Ranchers hesitate to predict the cash value of the crop since production has such a marked bearing on the ultimate market price and price to grower. Predictions are being made, however, that the 1953 crop will exceed $80,000,000.

The Wenatchee-Okanogan area is served exclusively by Great Northern Railway which has consistently encouraged and cooperated in developing the valley's greatest industry.

California Hallowe'en

Hallowe'en goblins are just as numerous in Southern California as elsewhere, but they don't have to worry about the weather or having a good time.

Hallowe'en comes during the peak of Southern California's "Second Summer", when the weather and visitor attractions are just about at their best.

At this time, the city of Anaheim, a short distance south of Los Angeles in the heart of Southern California's orange empire, celebrates its annual Hallowe'en Festival, one of America's unique civic celebrations.

On Friday, October 30, Anaheim children are entertained with an afternoon parade, sponsored by the city's elementary school system, and by a Hallowe'en show in the city park. Circus and vaudeville acts continue all afternoon. This is strictly for the kiddies, no adults are admitted.

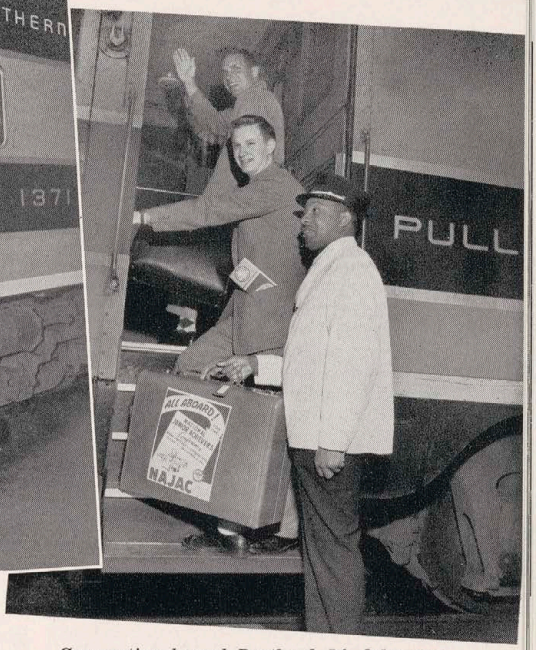
In the evening, merchants turn over their store windows to the children who exhibit works of art and handicraft. There are special awards for the best paintings and for sculpture.

On Saturday, October 31, the city celebrates from 7 AM until nearly midnight. Everyone wears costumes. In the city park, several thousand adults gather for an outdoor breakfast. A Downtown Jamboree begins at 10:45 AM and continues throughout the day. The Hallowe'en Pageant Parade starts at 7:15 PM, and is followed by a show in La Palma Park Stadium.

Anaheim's Hallowe'en Pageant originated with the theory that if you keep the children entertained and occupied, they won't have time for serious mischief. It works, too. The small fry are so tired from the two days of excitement, they haven't energy left for damaging pranks.



PNW florist group boards the Empire Builder. Left to right, back row: Mr. Luepke, Mr. Bennett. Middle row: Miss Probst, Mr. Schroeder. Front row: Mrs. Luepke, Mrs. Schroeder, Mrs. Bennett, Mr. and Mrs. Stone.



Convention-bound Portland JA delegates Lee Merklin (top), Ronald S. Larson, and Pullman porter S. H. Dobbins. Photo-Art photos.

Aboard the Empire Builder

Passengers recently leaving Portland, Oregon, aboard Great Northern Railway's streamlined Empire Builder included a group of Oregon and Washington florists, and representatives of the Portland Junior Achievement group.

The florists and their wives, en route to Houston, Texas, to attend the Florists Telegraph Delivery National Convention, included from Oregon, Miss Helen Probst of Grants Pass, Mr. and Mrs. Ben Stone of Coos Bay, Mr. and Mrs. Stan Bennett and Mr. and Mrs. Nick Schroeder of Portland, and Mr. and Mrs. R. A. Luepke of Vancouver, Washington. A large star fashioned from famed Portland roses in honor of the Lone Star State, was presented to Roy Hofeinz, Mayor of Houston.

Ronald S. Larson of Grant High School, and Lee Merklin, past president of the Portland Achievers' Association and a sophomore at Oregon State College, represented their city at the annual meeting of the National Association of Junior Achievement Companies held at Miami University, Oxford, Ohio.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

old and now buried by nearly 12,000 feet of rocks, thus became the first rocks to form important petroleum deposits. Subsequent periods, principally the succeedingly younger Silurian, Devonian and Mississippian, had conditions suitable for petroleum genesis and occurrence.

The vegetable matter grew, died, and other vegetation grew upon it and became mixed with fine rock particles washed in from surrounding areas. For example, in the Ordovician period, the accumulation took place in something less than 70 million years and vast quantities of organic raw material were produced. Bacteria began to cause the vegetation to give up some of its petroleum and subsequent burial by thousands of feet of other rocks with their pressures and consequent heat caused a continued and further distillation of the oil.

As the oil is distilled and because of the pressures of the underlying rocks, the petroleum tends to migrate upwards through minute openings in search of lower pressures until it meets an impervious layer and can proceed no farther. Subsequently, or even perhaps earlier, some force in the earth's crust caused a slight buckling and wrinkles or domes were formed. Oil tends to collect in the highest portion of the structure and thus a pool is formed, not unlike an upside down pond or lake, except that an oil pool contains mostly the reservoir rock with the oil only filling its pore spaces. It is for one of these pools that the driller searches. When the pool is tapped, the pressures cause the oil to rise in the well along with its contained gas and it is drawn off.

Compared to the enormous size of the Basin, each pool is very small. The largest discovered, so far, the Beaver Lodge, covering but 16 square miles. The nearest pool to the Beaver Lodge is the Tioga, which happens to be very close but might just as well have been many miles away with no oil accumulations between.

The three largest pools of the Williston Basin are in Great Northern territory, two in North Dakota and one in Montana. The original pool and the one which contains the Clarence Iverson, is the Beaver Lodge; it is located just south of Tioga. The Tioga Pool is just north of Tioga and the Poplar Pool is located four miles north of the main line at Poplar, Montana. These three pools, as well as most oil in GN territory, are in the Charles or Madison formations of Mississippian Age, about 290 million years old. However, oil has been discovered under the Beaver Lodge, for example, probably in the Devonian, Silurian and Ordovician, which range in age from 310 million years to over 400 million years.

In the Poplar Pool, oil is being produced from 5,500-5,800 feet and in the Beaver Lodge and Tioga Pools, from 8,100 to 8,600 feet below the surface. All of the oil is a high gravity, paraffin base crude, containing a large percentage of gasoline; it should command premium prices. However, like all new oil fields, the Williston Basin is not without its marketing problems. Production is at the rate of about one-half million barrels per month, moving by tank car to such points as Whiting, Indiana; Hillyard, Washington; Sheboygan, Wisconsin; and Kamsack, Saskatchewan. The economic potential, however, of the wells in Great Northern territory is over one million barrels per month and new wells are increasing this figure at the rate of nearly 120,000 barrels a month.

New refineries are being built at Williston and Mandan, North Dakota, with others planned. When these

(Concluded on page 22)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Family Travel Plan

Great Northern Railway now offers a special travel plan for families traveling together in Pullman sleeping cars and GN parlor cars between all points on the railway. Effective October 19, 1953, the plan will be expanded to include coach travelers.

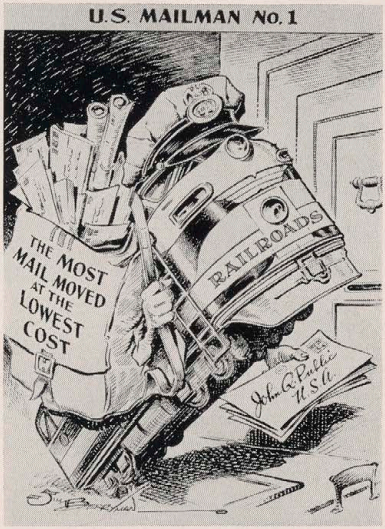
The reduced rate one-way and round-trip Family Travel Plan tickets are good for travel on Great Northern streamliners and all other passenger trains.

Under this plan the head of the family pays the full one-way fare and the other parent and all children 12 to under 22 years of age each only pay half-fare. This plan applies when husband and wife travel together, or when the father or mother and children, or when both parents and their children travel together. Children under five years of age are carried free. Round trip fares are double the one-way Family Plan Fares (except that children five and under 12 years of age are charged one-half of the regular round-trip fare).

Family Travel Plan tickets are on sale daily and are restricted to travel beginning on Monday, Tuesday and Wednesday of any week. Stopovers are permitted en route but in such cases the trip from the stopover point must be resumed on a Monday, Tuesday or Wednesday.

Great Northern's Family Travel Plan offers a considerable saving. For example, a man and wife and their two children over 12 and under 22 years of age making a one-way first class trip from St. Paul to Seattle pay the full fare of $61.20 for the father, while the mother and two children each pay one-half or $30.60, making the total family rail fare for the group of four persons $153.00 which is a saving of $91.80 as compared to the total regular fare which is $244.80.

The same family group traveling in coaches saves $63.43 from the regular fare. Fares mentioned do not include U. S. Transportation Tax, Pullman sleeping car or parlor car charges.

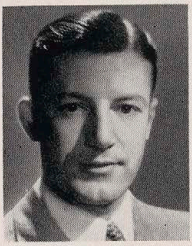


Puget Sound SS Service

Canadian Pacific Steamship service between Seattle, Washington, Victoria and Vancouver, British Columbia, will operate on the following schedule through April 24, 1954.

	Northbound	
——	4:00PM	Lv Seattle
——	9:15PM	Ar Victoria
2:30PM	11:59PM	Lv Victoria
7:00PM	7:00AM	Ar Vancouver
	Southbound	
9:15AM	11:59PM	Lv Vancouver
1:45PM	7:00AM	Ar Victoria
——	9:30AM	Lv Victoria
——	2:45PM	Ar Seattle

GN Appointment



Murray

Promotion of W. E. Murray from the position of foreign freight agent to that of general agent in its Chicago freight traffic office is announced by Great Northern Railway.

Murray has been foreign freight agent in Chicago since early 1952. During the previous five years he was assistant foreign freight agent in Seattle, Washington. He was with Great Northern in Portland, Oregon, from 1938 until transferred to Seattle in 1947.

Railroad Hour

With the October 5 presentation of "The Student Prince", co-starring Gordon MacRae and Dorothy Kirsten, the popular Railroad Hour goes into its sixth fall and winter season of outstanding musical shows.

The weekly half hour broadcast which features baritone Gordon MacRae, as permanent singing host and master of ceremonies, and guest stars prominent in the entertainment field, is sponsored by the Association of American Railroads every Monday evening over the nationwide NBC radio network at 8:00 PM Eastern Time; 7:00 PM Central Time; 9:30 PM Mountain Time and 8:30 PM Pacific Time.

Shows during the balance of October are "Show Boat", with Dorothy Kirsten, the 12th; "Sunny", with Lucille Norman, the 19th; "Firefly", with Dorothy Warenskjold, the 26th.

Fargo-Moorhead Sleeping Car Service

Set-out Pullman standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead during the period October 1, 1953, through January 31, 1954, is 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 Great Northern trains 9 and 10, the Dakotan. There is no set-out Twin Cities-Fargo sleeping car operated by Northern Pacific on its trains 3 and 4 during this period.

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

WILLISTON OIL—concluded

new outlets are constructed, the situation will be relieved but slightly, as their total capacity will not exceed 1,200,000 barrels a month; other refineries will certainly be built or other outlets found.

There are now some 250 producing wells in Great Northern territory in the Williston Basin, largely in the three mentioned pools. New wells are being brought in at the rate of about 20 per month. Thirteen separate pools have been discovered and wildcatters should discover many more. The region is so vast that fully twenty years will elapse before the area is well wildcatted and most of the pools discovered, not only in the Mississippian, but in the underlying formations. It is entirely possible that the future will find the Williston Basin ranking among the great oil areas of all time.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1953, are: Richard W. Bull, B & B foreman, Sioux Falls, S. D.; William A. Buckner, operator, Devils Lake, N. D.; James D. Davis, roundhouse foreman, Spokane, Wash.; Patrick J. Dailey, conductor, Willmar, Minn.; John Jensen, brakeman, Minneapolis, Minn.; Silas W. Jackline, engineer, Fair Oaks, Cal.; Elwin C. Morrison, conductor, Havre, Mont.; James M. Meagher, conductor, Whitefish, Mont.; John Shober, roadmaster, Hinckley, Minn.; Bernard D. Sullivan, passenger brakeman, St. Paul, Minn.; Math. J. Vacha, sheet metal worker, St. Paul, Minn.

Members reported pensioned during September, 1953, are: Elmer E. Adams, district engineer, Duluth, Minn.; Carl A. Ahlstrom, agent, Rogers, Minn.; George T. Grimes, engineer, Superior, Wis.; Charles J. Goff, assistant chief dispatcher, Willmar, Minn.; Henry W. Irwin, road clerk, Whitefish, Mont.; Royal E. Landis, engineer, Havre, Mont.; Walter J. Murphy, engineer, Superior, Wis.; Henrietta A. Potts, clerk, St. Paul, Minn.; Ivan V. Person, engineer, Williston, N. D.; Joseph H. Pepin, brakeman, St. Paul, Minn.; Peter J. Radelle, cashier, Minneapolis, Minn.; Montymore O. Wood, chief clerk, Great Falls, Mont.; George S. Wolff, engineer, Great Falls, Mont.

* * *

An agreement has been reached between the Military Sea Transportation Service and Alaska Steamship Company to transport military personnel and dependents between the ports of Seattle and Seward and Kodiak, Alaska, extending through November. The first vessel to transport MSTS passengers under the agreement was the steamer Alaska which sailed from Seward, September 24.

Up to this time Alaska Steamship Company has had no vessels scheduled from Seattle beyond October 30 and from Alaska beyond November 11.

* * *

W. E. G. Blinkhorn, chief clerk in Great Northern's engineering department in St. Paul since 1919, retired on August 31, with over 55 years of GN service.

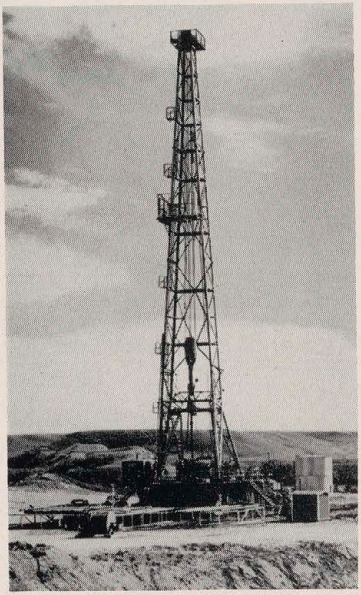
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Leaders from every phase of the transportation industry and from the Armed Forces studied defense problems at the Eighth Annual Convention of the National Defense Transportation Association held in Louisville, Kentucky, October 11 through 13.

Oil in the Williston Basin

New Major Field Goes into Production Quickly with Great Northern Aid

PROGRESS IS A
GREAT NORTHERN *HABIT*



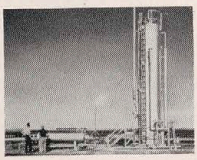
NEW LANDMARKS on the North Dakota-Eastern Montana landscape are oil rigs. This is a rotary rig, capable of drilling to some 13,000 feet. Amerada Petroleum Corporation used a similar rig when it discovered the first oil in the Williston Basin.

GREAT NORTHERN shippers have come to expect fast dependable freight service in step with the times. So—no matter what you ship—livestock, foodstuffs, manufactured products or whatsoever—you'll get *top freight service* because "*Progress is a Great Northern Habit.*"

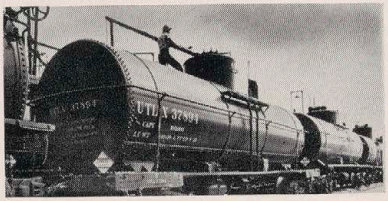
Oil in the Williston Basin! An exciting prospect, but a tremendous transportation problem. How to supply this Western North Dakota-Eastern Montana area with equipment? How to speed the crude to distant refineries? *Great Northern had foreseen the problem and immediate, efficient service did the rest.* Today, shipments total more than 2000 cars per month. *More proof that "Progress is a Great Northern Habit."*



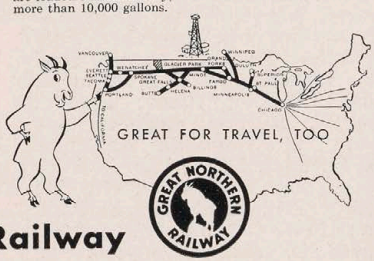
GREAT NORTHERN GEOLOGISTS examine a discarded drill bit. Trained technicians, plus others, are employed by Great Northern to observe developments in the field and to work with oil industry leaders.



A CONDENSER APPARATUS and flare at a finished well. Signal Oil Company is constructing a 17-million dollar plant in the Williston Basin to separate natural gasoline, liquid petroleum products and sulphur.



LOADED TANK CARS are moved to and from oil loading rack at Tioga, North Dakota, by Great Northern. 32 tank cars are loaded simultaneously, 16 on each side. Each car holds more than 10,000 gallons.

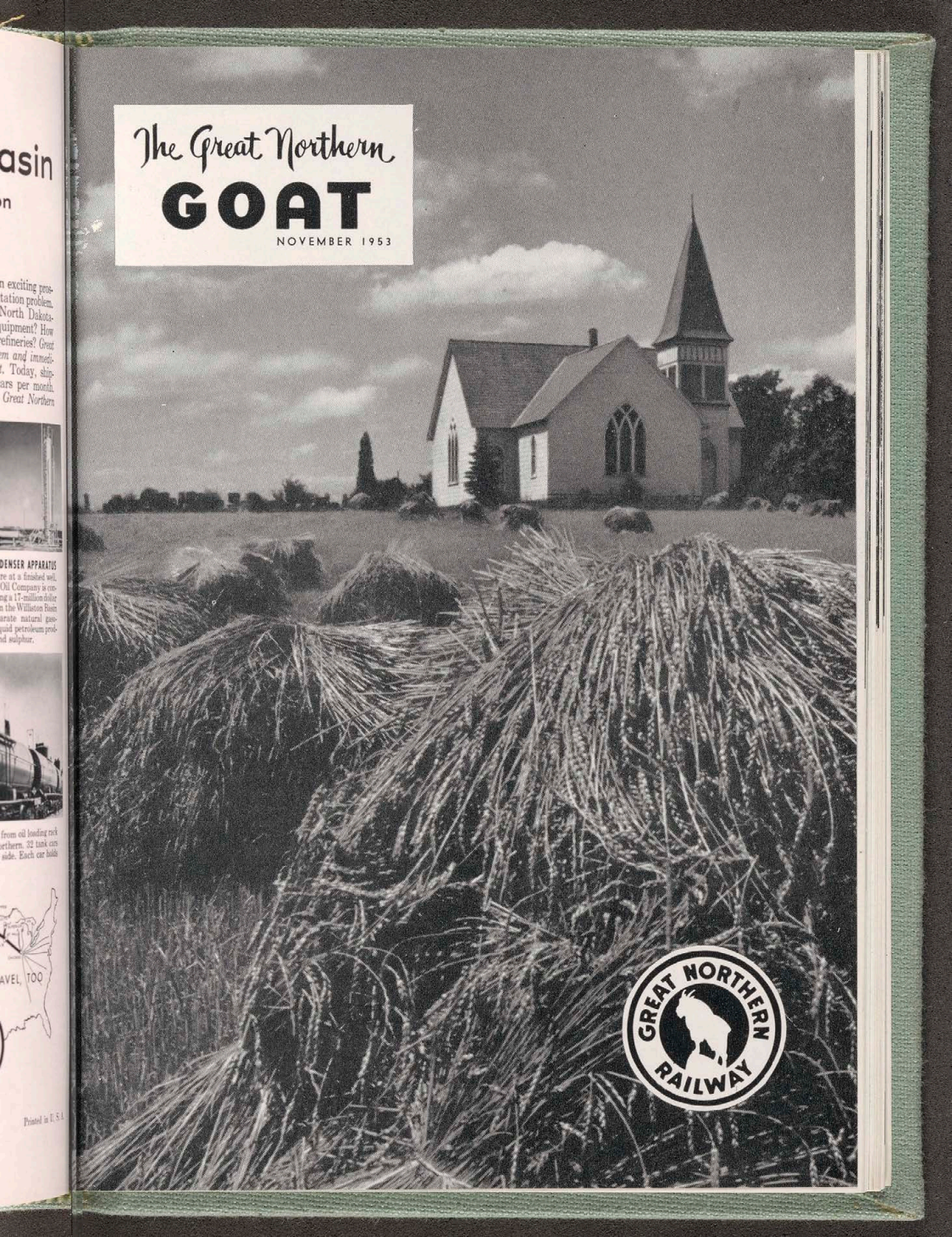


Your freight goes great when it goes

Great Northern Railway

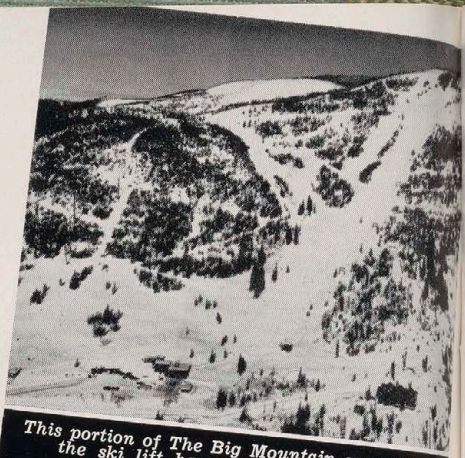
Form 6009 10-53

Printed in U. S. A.


The Great Northern
GOAT
NOVEMBER 1953
GREAT NORTHERN
RAILWAY

The Big Mountain

MONTANA'S "SKI VACATION" PLAYGROUND



This portion of The Big Mountain served by the ski lift has over four miles of slopes and trails.



The Big Mountain Lodge accommodates 18 guests in addition to having a warming room, dining room, snack bar and Bierstube.



Northern Rocky Chalet, less than 100 yards from the ski lift, is convenient to slopes and trails.



Powder snow lies deep on The Big Mountain during most of the long winter sports season.

Photos by Lacy



A corner of the lounge in Northern Rocky Chalet, ideal for ski parties and groups.



The Big Mountain in Northwestern Montana

Of all the many winter sports centers in Western and Pacific Northwestern areas served by Great Northern Railway, The Big Mountain near Whitefish, Montana, has become one of the best known and most popular with "ski vacationists."

Climatic advantages and easy accessibility have contributed to the development of The Big Mountain into one of the nation's leading winter sports centers. Fine powder snow covers its slopes from early in November, averaging 87 inches in depth throughout the winter months.

One of the few winter sports areas on the main line of a transcontinental railway, Whitefish is a scheduled daily stop for Great Northern's streamliners the Empire Builder and Western Star, between Chicago and Seattle-Portland. Taxis meet guests at the station for the 8-mile drive through scenic Flathead National Forest to The Big Mountain.

The Big Mountain is not a local weekend area, but a completely self-contained winter sports operation. All accommodations and facilities are right on the hill, compact and convenient. Planned and designed for "ski vacation" skiers, all facilities are operated every day during the season which usually begins before the Thanksgiving Holiday and ends in mid-April.

Lodging accommodations consist of The Big Mountain Ski Lodge and the Northern Rocky Chalet, which offer every type of service from dormitory bunks and huge family style meals, to private rooms and European cuisine. The Lodge has guest accommodations for 18 persons and the Chalet for about 50.

In addition to guest quarters, the Lodge has a snack bar, dining room, lounge and Bierstube. The chalet has a lobby, spacious and comfortable lounge and a large dining room. The Chalet and Lodge are close together, and the facilities of either are available to all visitors.

Slopes and trails on The Big Mountain come in all degrees and offer the best for every skier from novice to expert. Trails include Satan's Descent, two and one half miles with a 2,100-foot drop; Hell Roaring Downhill, two miles with a drop of 2,645 feet; Big Ravine, 5,000 feet with a 1,600-foot drop; Slalom, one mile with a 1,600-foot drop, and The Trail, two and one half miles with a drop of 1,650 feet. Open slopes include Whitefish Bowl, 3,300 feet with a 1,000-foot drop; Kanonen Schuss, 2,700 feet with a 1,600-foot drop; Suntan Ridge, 4,000 feet with a drop of 410 feet, and Practice Slope, 800 feet with a 150-foot drop. Ski lift and tow terminals are located nearby the Lodge and Chalet.

Part of the Alpine village on The Big Mountain is the Matt Ski School and the Ski Shop, operated by Skimeister Toni Matt, recognized as one of the world's great skiers and only man who successfully schussed the headwall of Tuckerman's Ravine in New Hampshire.

Lessons by Matt and his staff of top-flight instructors are included in one and two week package "ski vacations" offered by both Northern Rocky Chalet and The Big Mountain Ski Lodge. One moderate charge includes lodgings as desired, meals, ski instruction, unlimited use of the 3,220-foot lift and tow, and transportation from and to Great Northern's passenger station in Whitefish.

A novel experience is a trail trip on skis or snowshoes through the "Fantasy Forest" where heavy snow and hoar frost changes the evergreens into fantastic forms glistening like frozen dancers and marble

(Concluded on page 6)

The Great Northern



VOL. 23 November, 1953 No. 11

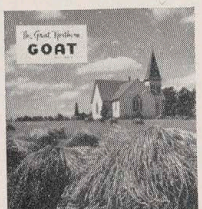
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

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



"Give thanks unto the Lord of Hosts, by whom we all are fed, Who granted us our daily prayer, 'Give us our daily bread!'"

Religion in American Life

The early American settlers were hardy and courageous and resourceful. They had to be—else none of them would have survived. But they were not sufficient unto themselves. The odds they were up against—facing that hostile wilderness—were too great for them to rely on themselves alone. They needed God's help; they gladly sought it and they frankly acknowledged that it was that Power beyond themselves that provided the strength that saw them through.

I believe there are many indications in American life today that faith is reviving. Faced as we are with difficult times, confronted with much uncertainty, we are beginning to recognize that we are no more self-sufficient than our forbears were. More frankly perhaps than in less disturbed times, we are beginning to acknowledge that, like them, we need God's help.

That, I believe, is why our churches today are more crowded; why religion is more frequently talked about; why faith seems, more and more, to be something men and women and young people frankly try to live by.

One of the undertakings dedicated to such revival of faith is the nonsectarian movement known as Religion in American Life. Through each November this movement calls our attention to our religious institutions and their essential place in the life of every one of us. I am happy to have a part in that undertaking.

I should like to feel that, in every American family, some place is made for an expression of our gratitude to Almighty God, and for a frank acknowledgment of our faith that He can supply that additional strength which for these trying times, is so sorely needed.

A special message by
President Dwight D. Eisenhower



Left to right on steps: Dr. Franz Oexle, Sudkurier, Konstanz; Juergen Dobberke, Der Tag, Berlin. Front row: Lothar Loewe, Der Abend, Berlin; Herbert John, Harburger Anziegen und Nachrichten, Hamburg; Dr. Hortlof Biesenberger, Schwartzwaelder Bote, Oberndorf; Eric Allen, Jr., city editor, Medford Mail Tribune. Bud Daley photo.

German Newsmen Travel Empire Builder

The following was written by Eric Allen, Jr., city editor of the Medford (Oregon) Mail Tribune, on leave from that newspaper to serve as coordinator of the German newspapermen's program at the University of Oregon, and to take two terms of advanced study on a fellowship.

"From Chicago to Portland? Isn't that about the same distance as from Tripoli to Copenhagen?"

I'd never quite thought of it that way, but the comparison, I suppose, was inevitable. It was made by one of a group of five young German newspapermen visiting this country for the first time, and getting their first glimpses of America's great Midwest through the windows of the Empire Builder.

After a seven-day whirl of sightseeing in New York, Washington and Chicago, we were aboard the Great Northern's streamliner en route to the University of Oregon at Eugene, where "My Germans", as I thought of them, are studying American

(Continued on page 8)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Aboard the Empire Builder



Left to right: Mayor and Mrs. Allen Pomeroy, Mrs. and Colonel R. E. Pomeroy. Bud Daley photo.

Recent VIPs traveling aboard Great Northern's streamlined Empire Builder between Chicago and the Pacific Northwest were Seattle's Mayor Allen Pomeroy and Mrs. Pomeroy.

The mayor's brother and sister-in-law, Colonel and Mrs. R. E. Pomeroy, were on hand at Chicago Union Station to bid them farewell.

BIG MOUNTAIN—concluded

statues, strange spires and pillars in the utter silence of deep winter. On the heights above the ski lift, the most vigorous sportsman will pause to take in the stupendous views of the purple and white peaks of Glacier National Park and the broad Flathead River Valley with its ever changing panorama of snow covered mountains, dark green forests and lakes shining in the brilliant sun.

The city of Whitefish, long a popular summer vacation spot, also offers varied entertainment and is the center of excursions to other interesting sections of Northwestern Montana. Hungry Horse Dam near Columbia Falls, the huge lumber mills and winter sports areas of Libby, and many scenic mountain areas are but a short trip from the city on the shores of Whitefish Lake, as beautiful in winter and spring as it is during the height of the summer season.

Travelers on the streamlined Empire Builder and Western Star may enjoy a winter sports stopover vacation at The Big Mountain en route to or from the Pacific Northwest, California or Hawaii without carrying cumbersome skis and mountain clothing. Suitable equipment may be rented or purchased at the Matt Ski Shop. No additional round trip rail fare is charged when Great Northern's route via the Pacific Northwest is used in one direction, to or from San Francisco.

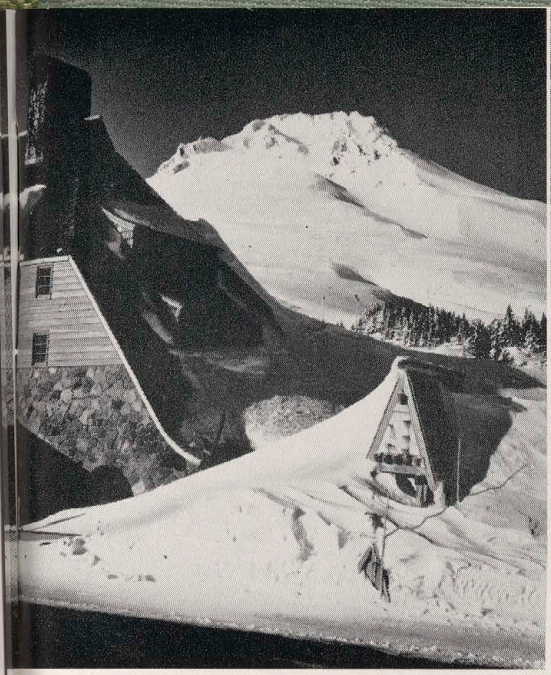
GN Board Meeting

Expenditure of $6,100,000 for 37 new diesel-electric locomotive units and $14,726,000 for track and bridge improvement in 1954 was authorized by Great Northern's board of directors meeting in New York City on October 21.

The locomotive units will be of 1,500 horsepower each, with 31 units for both switching and road duty and six for use in road locomotives.

The track and bridge improvement program for next year includes purchase and placing of 37,000 tons of 115-pound rail on various segments of the railway.

Also approved was a dividend of $1.00 per share on the company's capital stock, payable December 18 to stockholders of record on November 25.



Timberline Lodge, Oregon's premier winter sports center at the 6,000-foot level on Mount Hood.



Portion of Hoodoo Ski Bowl area at Santiam Pass in the Cascades of Oregon.

Oregon State Highway Commission photos.

Oregon Winter Sports

Substantial increases in attendance are anticipated for the 1953-54 season at winter sports centers throughout Oregon, including famed Timberline and other areas on Mount Hood, Tollgate-Spout Springs in the Northeastern section of the state, Hoodoo Bowl at Santiam Pass near Bend, and Mary's Peak near Corvallis.

First major ski event of the season will be run at Timberline on December 20, when the Schnee Vogeli Ski Club of Portland will sponsor the annual Arnold Lunn downhill for men and women racers in all classifications.

The Spout Springs-Tollgate area, East of Pendleton, will be open from Thanksgiving to April 1. The area is under direction of the Blue Mountain Ski Club, a non-profit organization. Two tows will operate, and the area's lodge will accommodate approximately 100 persons overnight.

A newly-developed Oregon winter sports center is the Meacham Ski area in the Eastern section of the state. Operation is scheduled December 1 to April 1.

Gateways to Oregon's winter sports areas are conveniently reached by Great Northern's two streamliners, the Empire Builder and Western Star which provide daily service between Chicago - Seattle - Tacoma - Portland via St. Paul-Minneapolis and Spokane.

GN Dahlia Award



"Miss Echo"—Monroe Monitor Photo.

A new variety of dahlia has been developed at Great Northern Railway's greenhouses at Monroe, Washington, by Tony De Rooy, GN supervisor of parks.

Named "Miss Echo", the dahlia won the American Home Achievement Medal for the most worthy new variety at both Everett and Tacoma, Washington, scoring 86.0 at Everett and 85.7 at Tacoma. Shown at the Central States Dahlia Show in Chicago, "Miss Echo" scored 85.3 and was runner up.

"Miss Echo" is classified as an incurved cactus type and is a bright lemon yellow. Blossoms measure eight and one-half to nine inches in diameter.

GERMAN NEWSMEN—continued

newspaper methods for two terms as guests of the University and the U. S. Department of State.

Our trip along the Mississippi, between Chicago and St. Paul, sitting in The Ranch car and chatting with "Smitty" (the genial steward whose last name we never did learn, but who was our friend and mentor during the trip) was about the first chance we had to relax, and to talk a bit.

The men—the oldest is 31, the youngest 22—were selected for the seven months of study and travel in this country by the office of the U. S. High Commissioner in Germany on the basis of their intelligence, potential leadership in German journalism, ability to profit from the experience, and (fortunately for Smitty and me) their ability to speak English.

I had told them in New York they would like the cross-country trip, and had made the statement that the best trains in the U. S. are West of Chicago, which was borne out admirably by the Empire Builder and its crew.

The gleaming pastel finishing of the Pullmans, the comfortable lounge-observation car, and the Western motif of The Ranch car, brought forth approving nods from the visitors. "German trains are good, but we have nothing like this," one of them told me, perhaps just a bit grudgingly but with a grin.

Most of the day following, as the train streaked across the plains of North Dakota, was spent alternately preparing for classes at the University and watching the vast and seemingly endless great plains roll by. Toward evening the train climbed into the Montana Rockies, passed the Southern end of Glacier National Park, and rolled down the curving, tree-covered canyons of the Western slope. It reminded the two in the party from Southern Germany of the fabled Black Forest, except for the occasional section gangs which included men with brown faces, black hair and prominent noses—the first American Indians they had seen.

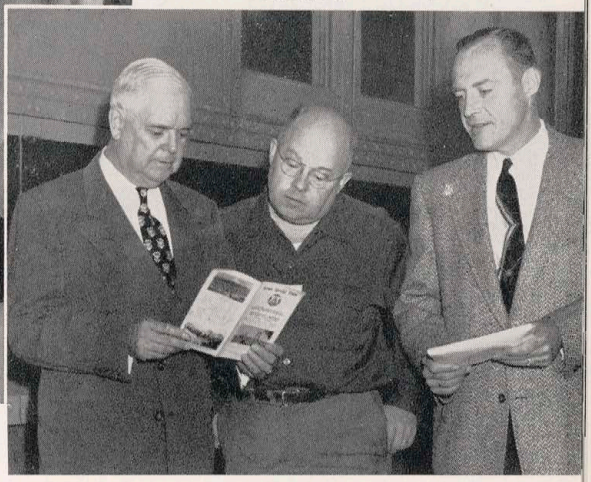
We awoke early the next morning, in time for breakfast and to watch as the train swept down the North bank of the Columbia, affording a

(Concluded on page 10)



Lawrence L. Ufford, Hope Caswell, and Rhodell M. Stanton, chairman, Youth Fire Prevention Committee.

Left to right: N. M. Knowlton; D. A. Tripp; Harry P. Cooper, Jr.



Insurance Company Delegates Travel GN

More than two hundred and fifty Eastern delegates to the 57th Annual Convention of the National Association of Mutual Insurance Companies, held at the Fairmont Hotel in San Francisco in October, traveled aboard a Great Northern Special Train from Chicago, via CB&Q to St. Paul, GN to Spokane, and SP&S from Spokane to Portland.

Aboard the special train were Lawrence L. Ufford, 21 years of age, Pitcher, New York, and Hope Caswell, 16 years old, Canton, N. Y., winners in the 14th nationwide National Youth Farm Fire Safety Contest sponsored annually by the Association. The contest is designed to encourage the young people of America to play a leading role in fire prevention.

In addition to an all-expense paid trip to the San Francisco Convention, the winners received a check for one hundred dollars and the Harry P. Cooper, Sr., Memorial Award plaque for meritorious work in the field of farm safety.

Also aboard the special train were Harry P. Cooper, Jr., Executive Secretary, Indianapolis, Indiana, Nelson Knowlton, Salem, Mass., president-elect, and Donald A. Tripp, Belvidere, Illinois, outgoing president.

Election



Plowman

E. G. Plowman, vice president in charge of traffic for United States Steel Corporation, was elected president of the National Defense Transportation Association at the organization's annual convention held during October in Louisville, Kentucky.

Mr. Plowman served as traffic manager of the Steel Division during World War II, and later was consultant to the chairman of the War Production Board.

In 1950 while on leave of absence from U. S. Steel, he organized and served as first director of the Military Traffic Service in the Department of Defense. He is a founder member of the American Society of Traffic and Transportation.

He succeeds Arthur H. Gass, chairman, Car Service Division, Association of American Railroads, who becomes Chairman of the Board.

International Livestock Exposition

Great Northern Railway is organizing an All-Expense Tour party from towns in Minnesota, North Dakota, Montana, Washington and Oregon, to the International Livestock Exposition to be held in Chicago, Illinois, Nov. 28 thru Dec. 5.

The All-Expense Tour, in addition to rail and sleeping car cost, includes sightseeing, special entertainment and many educational features. Travel will be aboard Great Northern's streamlined Western Star and the program in Chicago will cover the period Dec. 1 thru 4.

GERMAN NEWSMEN—concluded

view of the mighty river, flowing through the stark bleakness of Eastern Washington and Oregon, down its own channel through the Cascade mountains, past Bonneville dam and Mount Hood, rose-tipped in the early morning, and into the green and fertile plains of the coastal slope.

To me, an Oregonian, it was a homecoming, and to my German friends it was the start of another chapter in their foreign adventure.

Since then, we have often talked about that 2,000-mile trip and the fun it was, and compared it to previous journeys. My friends often mention the famous Wagon-Lits of the European railways, but I believe that the thing that impressed them most about the Empire Builder was not so much the American-style beauty of the train, nor its speed and efficiency, nor its excellent food and good service, nor the magnificent country we went through.

No, I think it was the friendly and courteous atmosphere aboard, from the conductor to our friend "Smitty", who appointed himself an ambassador of good will to the foreign visitors.

It's one memory I know they'll take back to Western Germany."

GN Industrial Development

Great Northern Railway has purchased an 84-acre tract of land in Greenacres, 15 miles East of Spokane, Washington, for an industrial development site. The property was owned by the Spokane Valley Farms Company.

The Greenacres site is a triangular area bounded on the South by state highway No. 2 (Apple Way), on the West by Barker road, on the East by a service road, and by the railway's Coeur d'Alene line on the North. A small portion of the area is North of the railway.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



North Dakota State American Legion Band.

North Dakota Legion Band Travels GN

Among the many organizations recently traveling as groups via Great Northern Railway was the North Dakota American Legion Band, self-styled "World's Liveliest Musical Organization".

Made up of 31 musicians from 31 different North Dakota towns, most of which are located on Great Northern main and branch lines, the group traveled as a body via GN en route to the recent National American Legion Convention in St. Louis.

"Shave" Edwin Green of Hankinson is director of the organization; Cy Wenner of Wyndmere is drum major; Marilyn Torgerson of Park River is drum majorette, and Kenneth A. Fitch of Fargo, is manager.

The North Dakota American Legion Band, a consistent Great Northern patron for over 25 years, has won many first prizes in national competition.

Whitefish-Kalispell Bus Schedules

Great Northern Railway daily motor bus service between Whitefish and Kalispell, Montana, now operates on the following schedule:

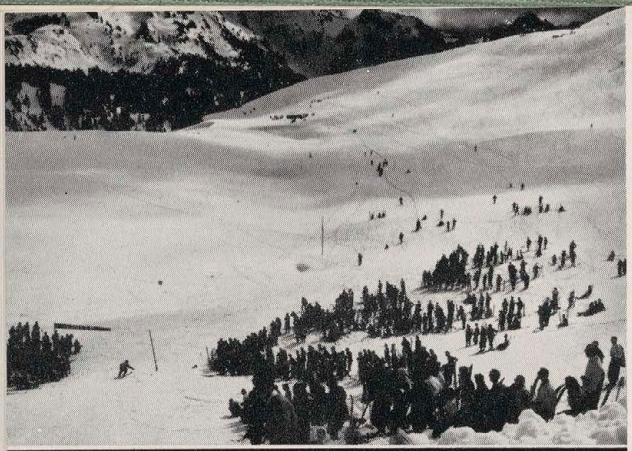
Lv	Whitefish	6:15 PM	4:30 PM	3:10 PM	11:15 AM	6:40 AM
Ar	Kalispell	6:45 PM	5:00 PM	3:40 PM	11:45 AM	7:10 AM
Lv	Kalispell	5:50 AM	10:15 AM	1:45 PM	3:45 PM	5:30 PM
Ar	Whitefish	6:20 AM	10:45 AM	2:15 PM	4:15 PM	6:00 PM

Winter

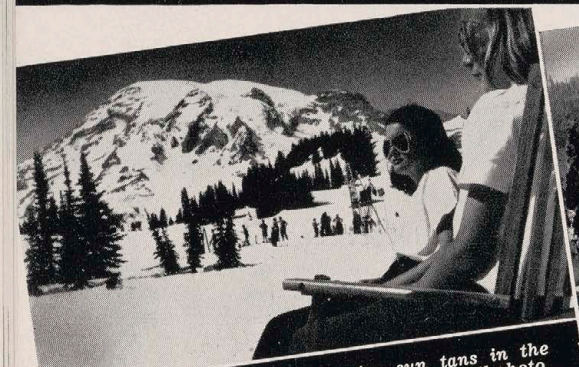
THE GREEN

It is small wonder that sports in Washington S its boundaries offer exce factor is the proximity o the state more than 10C finest areas are less tha centers. New winter sp lished areas are expan increasing numbers of

(on page 14)



Paradise Valley in Mount Rainier National Park in Washington State.



Winter sports fans may acquire sun tans in the shadow of 14,408-foot Mount Rainier. Merrill photo.



Evergreen-ringed main ski hill at Snoqualmie Summit in South- western Washington.



Looking down on the popular Wenatchee Ski Bowl near Wenatchee, Washington. KPQ photo.



A KPQ Ski School pupil practices on the slalom hill at Wenatchee Ski Bowl. KPQ photo.

ter Wonderland

THE EVERGREEN STATE OF WASHINGTON

Skiing is the most popular of all winter
. More than 20 separate areas within
t slopes and modern facilities. Another
e sports areas. There is no point within
es from good skiing, and some of the
5 miles from the largest metropolitan
regions are springing up, and estab-
each year to accommodate the ever
s.

(Continued on page 14)



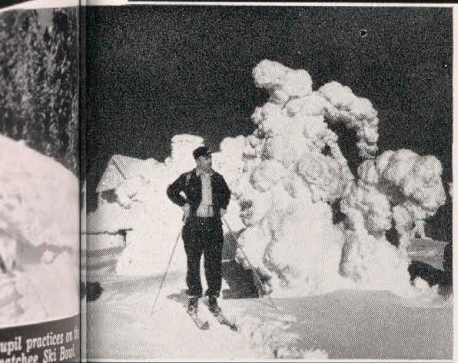
Newly-fallen powder snow virtually covers the rustic warming hut at Mount Baker. Dyke photo.



Vast open snow fields and varied slopes in Washington's Mount Baker National Forest. Dyke photo.



Mount Baker Lodge, ski headquarters during the area's long winter sports season.



covered trees and buildings assume tastic shapes on Mount Spokane. Gamble photo.



Up and over a sharp rise amid swirling snow at the Mount Baker area. Seattle Times photo.

GN Retirement



Mr. Whitman, Mr. Clary.

Ira E. Clary, whose almost legendary career spans more than 54 years of Western railroading, retired October 31 as superintendent of GN's Cascade division.

Clary's long service with Great Northern is in the tradition of veteran railway operating men. His first job was that of call boy at Melrose, Minnesota.

In 1907 he worked for a brief period as a switchman on the Southern Pacific. Returning to GN in 1908, he served as brakeman, was promoted to conductor in 1909, trainmaster in 1919, and superintendent of the Spokane division in 1943. When the Cascade division was reactivated in 1947, Clary became its operating chief.

Probably the most colorful years of Clary's career were spent on "the hill" where Great Northern's transcontinental line crosses the Cascades at Stevens Pass. He was renowned as a snow fighter in the years before completion of the present eight-mile Cascade tunnel.

R. N. Whitman, new Cascade division superintendent, is himself a veteran of 25 years of railroading, most of it with Great Northern. His first position was that of operator on the Kalispell division, and he came up the ranks as telegrapher and dispatcher. He has been terminal trainmaster at Seattle since 1947.

W. P. Coliton, trainmaster at Havre, Montana, succeeds Mr. Whitman as Seattle terminal trainmaster.

WINTER SPORTS—continued

One of the most famous skiing areas is located in Mount Baker National Forest near Bellingham. Professional skiers consider Mount Baker among the finest on the North American continent. Its broad slopes have soft, powdery snow and the terrain is varied to please every type of skier from novice to expert. The area is especially noted for its late-season skiing. One of the main events of the year is the Heather Cup Race which takes place during the Fourth of July week end.

A newly-completed 3,300-foot mono-cable aerial chair lift has 105 double chairs capable of handling 800 passengers an hour. Rope tows provide access to many other slopes.

The Stevens Pass area is tucked away high in the Cascades Northeast of Seattle. The slopes are protected from severe storms by their location in a bowl between three mountains. With a new 4,700-foot double chair lift and seven rope tows, Stevens Pass has the most extensive lift system in the state.

Four giant slalom races featuring Olympic champions already have been scheduled at Stevens Pass this season.

(Continued on page 16)



That's Shootin', Pard!

"I ain't impressed," announced the old hunting guide, "with any of them stories about people hittin' game from a triflin' 3 or 400 yards. Lemme tell you about the day I was moochin' along a mountain trail when these here telescope eyes of mine spotted a buck. I rammed a charge down the barrel of my gun, then some wadding and a couple ounces of salt. I shoved a bullet in on top of that. Then I let go! Bang—and the buck dropped in his tracks."

An old crony asked, "what in tarnation was the idea of putting salt in your gun?"

"Shucks," answered the old gentleman, "that deer was so far off I had to do something to keep the meat from spoilin' until I could git thar."

* * *

Time for Change

Boy (about to be spanked): "Dad, did grandpa spank you when you were little?"

Father: "Yes, son."

"And did grandpa's father spank him, too?"

"Yes, son."

"And did great-grandpa's father spank him too?"

"Yes, son."

"Well, don't you think it's about time to stop this inherited brutality?"

Wishful

Little Mary: "Mother, they are going to teach us domestic silence at school now."

Mother: "You mean domestic science, don't you?"

Father: "There is a bare hope our little girl means what she is saying."

* * *

A First!

An Australian was trying to impress a Texan with the wonders of his country but then the Texan saw a kangeroo. Drawled the man from the Lone Star State: "Ah'll grant you one thing, that's for sure. Your grasshoppers are bigger'n ours."

* * *

In Reverse

"Oh, George, do you realize it's almost a year since our honeymoon, and that glorious day we spent on the sand? I wonder how we'll spend this one?"

"On the rocks."

* * *

The End

"Was your husband badly hurt when he was struck by a car, Liza?"

"Yassah, he suffered from conclusion of the brain."

"You mean concussion of the brain, don't you?"

"No, suh! Ah means conclusion. He's daid."

TAKE AWAY THE TURNSTILE



GN Awarded Oscar

For the third time in the past four years, Great Northern Railway has won the "Oscar of Industry" award for the excellence of its annual report to stockholders. The reports are prepared and edited by V. P. Turnburke, vice president, executive department.

The yearly survey is sponsored by Financial World, business and financial publication. Prior to the last four years, GN's 1945 report received similar honors.

Great Northern president John M. Budd, accepted the trophy symbolizing the recognition at the annual awards dinner in New York City, October 26.

The 1952 report was judged best of those issued by railways in the Northwestern Region. Second place honors went to the Milwaukee Road and third to the Chicago and Northwestern.

WINTER SPORTS—continued

Highlight of the season at the area is the Husky Winter Sports Carnival, sponsored by University of Washington students. This gala celebration attracts thousands of spectators to witness many exciting events for both men and women, a torchlight parade of skiers gliding down moonlit slopes, and crowning of a ski king and queen.

There are two public lodges at Stevens. The New Summit Inn, open year 'round, has dormitory lodgings and private rooms. Stevens Pass Lodge with dormitory accommodations is open during the skiing season. When these lodges are filled, skiers find little difficulty securing accommodations in nearby Everett, Wenatchee, or at numerous mountain cottages.

Snoqualmie Pass, less than 50 miles East of Seattle is the home of many fine ski schools. Located in Snoqualmie National Forest, facilities include 12 rope tows with a capacity of 10,000 individual rides per hour plus a new electric chair lift.

Farther South along the summit of the Cascades stands majestic Mount Rainier in Mount Rainier National Park. Skiing is superb here, although facilities are somewhat restricted to protect the natural beauty of the park.

Deer Park in Olympic National Park is another favorite area for winter sports fans. Located across Puget Sound from Everett, near Port Angeles, Deer Park has modern facilities and a lodge for 40 overnight guests.

Another booming area is located at Mount Spokane State Park about 30 miles Northeast of Spokane. Facilities include several tows and an electric chair lift. The area is unusually convenient and well developed. Ter-

(Concluded on page 18)



Islam Potentate Anderson and Algeria Potentate GN engineer Earl Merrymon.



Islam Potentate L. Harold "Pete" Anderson and members of the San Francisco pilgrimage are greeted by Blackfeet Indians in Glacier National Park.

San Francisco Shriners Travel GN

More than 300 red-fezzed Shriners from San Francisco's Islam Temple traveled via a 20-car special Great Northern train en route from Portland, Oregon, to the recent Midwest Shrine Association Convention held in Minneapolis, Minnesota.

Heading the pilgrimage was Islam's Potentate L. Harold "Pete" Anderson, vice president of Pacific Gas & Electric Company, and a former member of Zurah Temple, Minneapolis.

Others on board included members of Islam's uniformed units: the Million Dollar Band, Marching Patrol, Arabians, Greeters, Temple Guard, Legion of Honor, Section Crew, Potentate's Band, and Director's Staff headed by Islam Divan member Martin Woodard.

Shrine Temples and clubs at each of the stops en route hosted the California delegation and joined with them in parades through business districts. A special sightseeing trip through Glacier National Park in the Montana Rockies included a motor coach trip over Going-to-the-Sun Highway and a Blackfeet Indian ceremonial at Glacier Park Hotel.

Many of the GN crew members assigned to the Islam "special" were Shriners, including engineer Earl Merrymon, Potentate of Helena's Algeria Temple.

The visiting Shriners lived aboard the special train during their two-day stay in Minneapolis.

GN Appointments



Yates



Munro

Stanley V. Yates, Great Northern Railway city freight agent in Vancouver, British Columbia, has been appointed traveling freight agent at Edmonton, Alberta, a newly-created position.

Beginning his railroad career with B. C. Electric in 1939, Yates was with that firm until 1944, with the exception of a year and a half spent with the RCAF.

Following three years with the Southern Pacific as freight rate clerk in Vancouver, he joined Great Northern in 1947 as chief clerk to the general agent. He was promoted to city freight agent the same year.

Succeeding Yates as Vancouver city freight agent is Roderick A. Munro, former chief clerk to A. H. Hebb, general agent.

Prior to joining Great Northern as steno-clerk in 1952, Munro had had 10 years' service with the Canadian National in Vancouver, with a three-year leave of absence with the RCAF overseas.

Bouquet for GN

"It was a great pleasure for Mrs. McKeldin, Ted, Jr. and myself to travel East on the very beautiful Western Star. The trip home was a most enjoyable one."

So wrote Governor Theodore R. McKeldin of the State of Maryland who with his family was a recent passenger aboard Great Northern's streamlined Western Star homeward bound from the Pacific Northwest after attending the 1953 Governors' Conference held in Seattle, Washington.

WINTER SPORTS—concluded

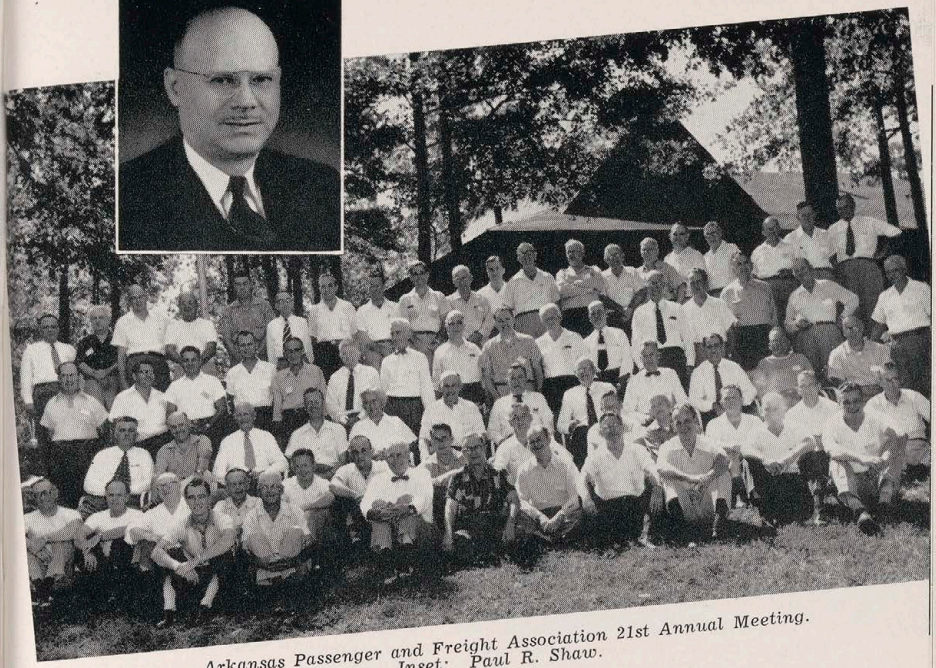
rain is varied with cross-country, downhill, slalom, jumping and practice slopes, good ski trails and open snow fields.

A few miles farther North is the more recently developed Chewelah Peak area. Facilities here include a 4,000-foot double chair lift and several rope tows.

Wenatchee, famed "Apple Capital of the World", lies in a region of rare scenic beauty. Just 20 minutes away from the city center, Wenatchee Ski Bowl is located so that skiing can be enjoyed from early in December until late in March. Although "Wenatchee Winters" have never been known for their severity, with daytime temperatures in the high forties and fifties in January, this does not affect skiing since a natural mountain barrier protects the bowl from warm valley temperatures.

Radio station KPQ, assisted by various Wenatchee civic organizations, has established a Ski School for youngsters in the area. Instruction is provided free of charge with the only cost to the students being a nominal fare for transportation to the area and for use of the tow.

Only a small percentage of those who visit the winter playgrounds actually ski themselves. Many come to the mountains to enjoy the winter scenes and spend a few hours in the snow. But whether the visitors are skiers or sightseers, they seldom forget the beauties of Washington's Winter Wonderland.



Arkansas Passenger and Freight Association 21st Annual Meeting. Inset: Paul R. Shaw.

Arkansas Passenger and Freight Association Election

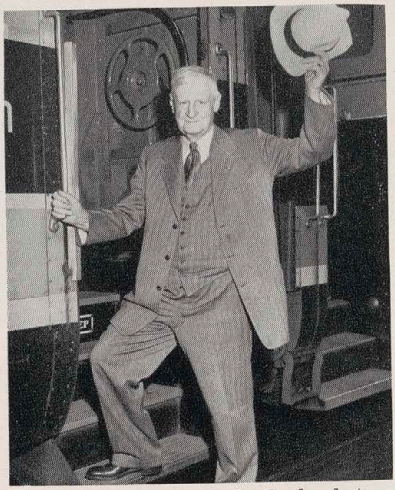
Approximately 70 railroad freight and passenger traffic representatives, members of the Arkansas Passenger and Freight Association, recently spent the day at the Majestic Lodge on Lake Hamilton, near Hot Springs, Arkansas. Occasion was the organization's 21st annual meeting and election of officers.

The Association, organized in 1928, is composed of on and off-line railway freight and passenger traffic men who headquarter in Arkansas or whose territory includes the state.

The morning sessions included discussion of Association activities for the coming year, routine business and election and introduction of new officers. The afternoon was given over to golf, fishing and other entertainment, followed by the Annual Dinner.

Officers elected for the year 1953-54 are Paul R. Shaw, District Passenger Agent, Great Northern, St. Louis, Mo., president; H. Gaines, Little Rock, General Agent, Illinois Central, vice president; J. E. Rose, Little Rock, District Passenger Agent, Illinois Central, secretary-treasurer. C. G. Felton, Hot Springs, City Passenger Agent, Missouri Pacific, was named to the executive committee. D. J. Nelson, Little Rock, Traveling Freight and Passenger Agent, Union Pacific, is retiring president.

Aboard the Empire Builder



General Robert E. Wood. Forde photo.

General Robert E. Wood, Chairman of the Board, Sears-Roebuck and Company, and Mrs. Wood, were recent passengers on Great Northern Railway's streamlined Empire Builder, Eastbound from Seattle to Chicago.

General Wood, a graduate of the U. S. Military Academy at West Point, is a former railroader. While serving with the U. S. Army during construction of the Panama Canal, he was chief quartermaster of the Panama Railroad Company.

Chicago Election

Walter A. Anderson, CPA, Santa Fe, has been elected president of the City Passenger Agents' Association of Chicago, Illinois.

Other newly-elected officers include Pierce J. O'Brien, CPA, B&O, vice president; Ed Hooper, CPA, CP, second vice president; Harold Smith, CPA, C&NW, secretary-treasurer.

Williston Basin Progress

The following article was written by Mr. H. E. Reed, Jr., Assistant Geologist, department of Mineral Development, Great Northern Railway, Williston, North Dakota.

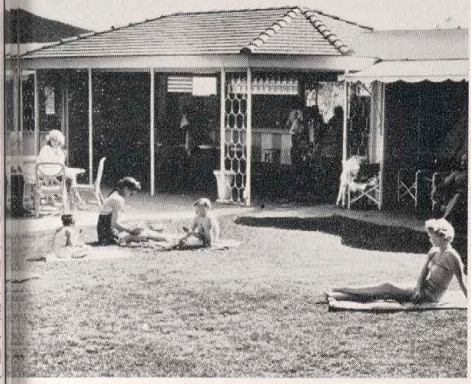
"Signal Oil & Gas Company is building a natural gasoline and sulfur extraction plant along Great Northern Railway's main line at a point just outside of Tioga, some 40 miles East of Williston, North Dakota.

Spur tracks have been completed to construct and service the operation, and sometime after the first of the year, Signal will begin the processing of natural gas from over 200 wells in the Tioga and Beaver Lodge oil fields. The initial investment will be in excess of $10,000,000, and more will be expended as facilities are enlarged. For North Dakota and a large surrounding area, this will be the first industry of its kind.

During construction, machinery and equipment built to special order in fabricating plants located in various parts of the country are being delivered to the site by Great Northern. For the 150 miles of pipe line now nearly completed, over 400 cars of line pipe ranging in size from 34-inch downward have been brought in from steel mills located in Milwaukee, Pittsburgh, Houston, Los Angeles and elsewhere. Huge compressors from New York State and 60,000-gallon tanks from California, arrived on special flat cars.

Gas as it is flared at the wells in the Beaver Lodge and Tioga fields is not usable, but contains some natural gasoline, butane, propane, hydrogen sulphide and moisture. Through the use of compressors, contactors, absorption and distillation units, dehydrators and separators, Signal will extract various commercial products from the natural gas

(Concluded on page 22)



The Cabana section beside the swimming pool at Arrowhead Springs Hotel and Spa.



Several of the larger date gardens utilize tractor-propelled "picking towers" during the harvest season.

Southern California Desert Country

Arabia in America is a fascinating stretch of Southern California desert between Palm Springs and an orphaned ocean, the Salton Sea. This romantic land is at its best from November to February, when the date palm oases are in full harvest.

Some 255,000 date palms form stately avenues supporting a bright green canopy of palm fronds. Each year from these palms come nearly ten million pounds of the finest dates in the world.

Indio is the capital of the date country, where visitors can see the harvest process, stroll through majestic date gardens and sample the finished product in a variety of date dishes.

Featured at the National Date Festival held in Indio every February, are camel races, which are remindful of the days when the U. S. Army used camels to transport men and material.

Popular with winter vacationists in California is Arrowhead Springs near San Bernardino, which gets its name from an 8-acre arrowhead lying on the mountainside, an outcropping of granite and quartz, which forms a perfect arrowhead.

Arrowhead Springs Spa comprises a rich wooded park, championship golf course, riding trails, a luxurious modern hotel and the famed hot springs, whose waters are said to be unequalled for health properties.

Beneath the hotel are steam caves, natural formations equipped with modern facilities and staffed by medical attendants.

Railroad Hour



Gordon MacRae, baritone star of the Railroad Hour.

According to the poll-takers, the Railroad Hour, heard nationwide over NBC radio each Monday evening, has been a top musical show ever since it first went on the air approximately five years ago. Millions listen to every broadcast and many write in expressing their opinions.

Railroad Hour broadcasts scheduled during November include "Merry Widow" on the 16th, with Dorothy Kirsten; "Chocolate Soldier" on the 23rd, with Virginia Haskins, and "State Fair" on the 30th, with Lucille Norman.

December programs include "Sweethearts" on the 7th, with Elaine Malbin and "Cat and the Fiddle" on the 14th, with Dorothy Kirsten.

WILLISTON BASIN—concluded

and return the "dry" gas to the well sites. The plant is designed to eventually treat 65,000,000 cubic feet of gas per day, and on that basis it is expected to produce 65,000 gallons of natural gasoline per day, 50,000 gallons of excess butanes, 100,000 gallons of LPG propane, together with 50 long tons of sulphur as a by-product.

In early March of this year, vice president R. W. Heath and other executives of the Signal Oil & Gas Company met with Great Northern officials to discuss the matter of the proposed gas installation in the Tioga area. Since then the site has been graded, foundations are well under way, spur lines have been laid, equipment moved in, and the pipeline gathering system has been nearly completed.

In other areas where such plants have been constructed, the products and low-cost fuels made available have given impetus to other new industries including the manufacture of synthetics and plastics, and fertilizer plants.

The Signal Oil & Gas Company which got its name from the world famous Signal Hill oil field near Long Beach, California, is the largest independent producer of natural gasoline and crude oil on the West Coast. Together with Union Oil Company and Hancock Oil Company, it holds prospective oil properties in the Williston Basin totaling over 3,500,000 acres."

Hertz Rent-A-Car service is now provided at Chicago Union Station, with cars available immediately upon arrival. Passengers are urged to make advance reservations, but for those arriving without reservations, a direct phone to the main Hertz office provides round the clock service.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1953, are: Charles Bach, conductor, Fargo, N. D.; Sidney W. Baldwin, clerk, Minot, N. D.; Arthur C. Deverell, superintendent motive power, Chicago, Ill.; Jessie E. Howard, telegrapher, Bonners Ferry, Id.; John S. Mullin, engineer, Grand Forks, N. D.; Albert W. Ray, engineer, Kandiyohi, Minn.; Thomas E. Riley, division road master, Spokane, Wash.; Reinholdt Schander, roundhouse laborer, Minneapolis, Minn.

Members reported pensioned during October, 1953, are: Albert Arndt, engineer, Grand Rapids, Minn.; Arthur H. Auman, machinist helper, Breckenridge, Minn.; Elmer H. C. Bullock, leverman-telegrapher, Minot, N. D.; Hugh A. Comer, locomotive engineer, Great Falls, Mont.; Mayer Gregory, assistant locomotive foreman, St. Cloud, Minn.; Edward L. Haberle, assistant bridge engineer, St. Paul, Minn.; Albert Lindsley, machinist helper, St. Paul, Minn.; Olaf Moy, carpenter, Lengby, Minn.; Richard J. Peschke, section stockman, St. Paul, Minn.; Lawrence Rybock, locomotive engineer, Glasgow, Mont.; Basil J. Sherlock, dispatcher, Willmar, Minn.; Nels Simonson, B & B foreman, Superior, Wis.; Walter H. Thorne, train baggageman, St. Paul, Minn.; Frank C. Willeke, car repairer, Waite Park, Minn.

Alaska Steamship Company weekly passenger sailings to Southeastern and Southwestern Alaska will continue from Seattle through the month of December by the extension of the Military Sea Transportation Service agreement with that Company for the carriage of passengers through that month.

* * *

Great Northern's streamlined Western Star and Fast Mail, are now consolidated East and Westbound between Spokane and Seattle.

Under the new schedule, the Westbound Western Star-Fast Mail, operating as a single unit, leaves Spokane daily at 9:00 PM, arriving Seattle 5:15 AM. Pullman accommodations may be occupied at Seattle until 8:00 AM.

Eastbound, the consolidated Western Star-Fast Mail leaves Seattle daily at 10:30 PM, arrives Spokane 6:50 AM.

The Spokane set-out sleeping car, formerly carried Westbound on the Western Star, is now handled on the Empire Builder to Seattle. Eastbound to Spokane, this sleeping car is carried on the consolidated train.

The Western Star and Fast Mail will continue to operate separately in both directions between Spokane, Minneapolis, St. Paul and Chicago.

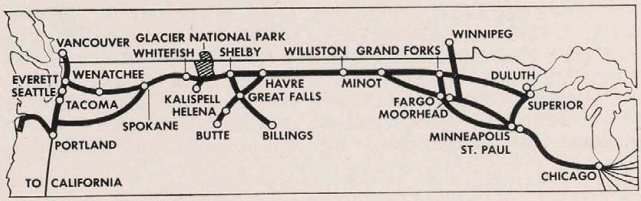
Great for Travel, too!



EMPIRE BUILDER *WESTERN STAR*

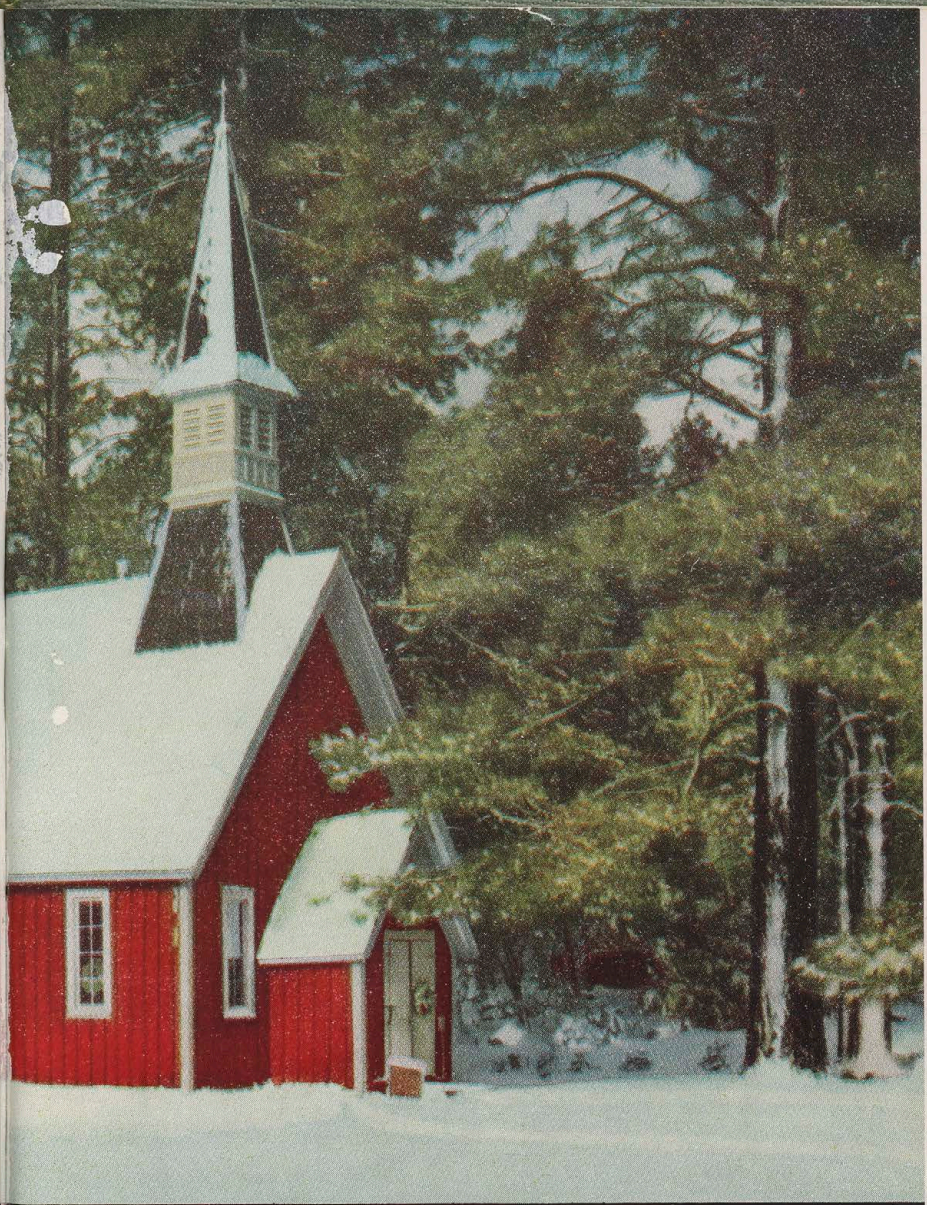
TWO GREAT STREAMLINERS BETWEEN CHICAGO-SEATTLE·
TACOMA-PORTLAND VIA ST. PAUL-MINNEAPOLIS-SPOKANE

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



Form 6009 11-53

Printed in U. S. A.



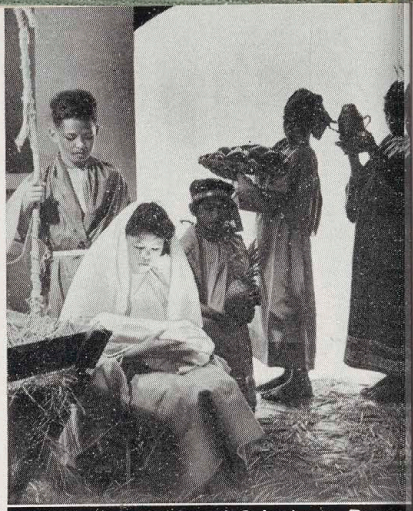
The Great Northern Goat

DECEMBER 1953

Christmas in Hawaii



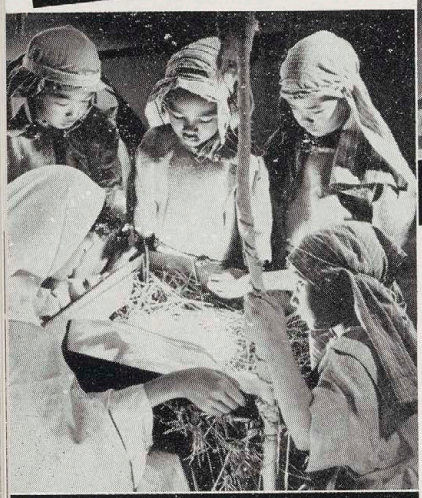
". . . And from the eyes of ev'ry child Looks forth the Babe of Bethlehem . . ."—From Every Spire on Christmas Eve.



"We three kings of Orient are, Bearing gifts we traverse afar . . ."
—We Three Kings of Orient Are.



"Shepherds in the fields abiding—God with man is now residing. Yonder shines the infant light . . ."—Angels from the Realms of Glory.



"And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger." Luke II:12.



". . . The Virgin sings her lullaby: Joy, joy for Christ is born. The Babe, the Son of Mary."
—What Child is This?

Hawaii Visitors Bureau photos.



Mele Kalikimaka from Hawaii

In Hawaii, land of racial harmony, the spirit of Christmas is a constant thing and good will towards men is borne in the heart of every child. As naturally as they walk side by side to school and to church, these boys and girls of many ancestries join together to tell the traditional story of Christ's birth.

Each Christmas, these gentle children of the tropics, innocent of war or social strife, stage pageants reliving the Christmas Story of brotherhood and faith.

In all of the pageants can be seen faces of the Far East and the South Seas. Hawaiians, Samoans, Japanese, Koreans, Chinese, Puerto Ricans, Portuguese and Filipino children join Caucasians in enacting Christmas stories familiar everywhere.

At Christmas, observed in the islands since 1836 as a public event, visitors may add Merry Christmas greetings to their vacation vocabulary in several different languages. "Mele Kalikimaka", Hawaiian; "Kung Ho Sen Den", Chinese; "Shuku Kulisumasu", Japanese; "Maligayang Pasco", Filipino, and "Ku Ju Sung Tun Meng Jul", Korean.

But vacationers find all the customs of home, with eggnog bowls next to the pineapple punch, mince pies alongside the poi, and imported fir trees among the orchids and holly-red ginger.

Hotel holiday parties at vacation centers of all five of the Hawaiian resort islands extend through New Years, which is greeted here with one of the most brilliant and noisy celebrations in the world. Hawaii islanders usher in the New Year with fireworks. Leader in the cracker and roman candle department is the Chinese population.

To visitors from wintery sections of the country, Hawaii's Christmas temperatures are novel and most welcome. Swimming and surfboarding are popular Christmas pastimes in waters which are pleasantly warm the year around. December air temperatures average 73.3 degrees.

There's plenty of red and green, what with poinsettia plants as big as trees and vari-sized hula girls in fresh ti-leaf skirts and scarlet bodices. But also there are the colors of spring; lavender orchids, pink bauhinia, yellow bignonia, azure ocean and the rainbow of bright cotton prints.

Visitors may have turkey with all the trimmings, trees like mother used to deck, and church services in the denomination of their choice.

They may enjoy, too, holiday dishes of Polynesia and the Orient, decorations of gilded pineapple tops, sprayed palms and Yule-red hibiscus, and songs and sermons of the season in the melodious Hawaiian language.

Island orchestras play "Mele Kalikimaka", the islands' own "Merry Christmas" number, at resorts from Lihue to Hilo. Everywhere, islanders of six races join together in traditional old vocals and pageants.

Christmas is quite a community affair in Honolulu, capital city of the territory. Festival-loving islanders gather in city parks and squares for pageants, singing and dancing and throng to Polynesian dining spots for native feasts.

Hawaii-bound vacationers may travel in one direction, to or from shipside at San Francisco, at no additional round trip rail fare than is charged when using direct routes in both directions. The streamlined Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California. Stopovers in the Pacific Northwest also may be arranged at no extra rail fare.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The Great Northern



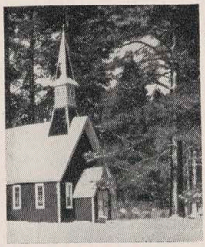
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IVAN A. COPPE, Editor
J. M. HAGEN, Assistant Editor

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

The Goat's Cover



This Christmas let us all worship and rededicate ourselves to the service of God and Country.

Color photo by Anderson from Don Knight.

A Christmas Prayer

Our God, who hast mercifully and patiently led us through the busy year, giving us more than we have deserved or even desired, give us at this Christmas time the grace which was in Jesus Christ. Let the spirit of the little child, as it knocks today at the hearts of men, enter our life and bless it. Let duty become touched with delight, and justice be forgotten in love. Ofttimes we ask that we may not fall short of Thy requirements. Today we ask for more: that obligation may be changed to opportunity and duty done with joy. Ofttimes we ask that we may walk uprightly. Today we pray for grace to bow ourselves to others' needs. Let our ears hear the cry of the needy, and our hearts feel the love of the unlovely. Give our hands strength to do small things graciously. Let our gifts today be a privilege rather than a sacrifice and let us accept kindness with humility. Heal the wounds of misunderstanding, jealousy or regret, and let the gentler air of the Christmas spirit touch our lives, as the cold of winter is touched by the gentler days of spring. As the old year ends and the new year begins, grant us peace with the world and peace in our own hearts, that those we love and those whom we may help may have sweet joy and rest.

Amen.



Above: Blackfeet Indian boys celebrate Christmas at Cut Bank day school.



Children of Indian extraction participate in the Christmas program at the Browning Methodist church.

Photos by Glacier Studio, Browning, Montana.

Christmas on the Blackfeet Indian Reservation

Christmas was, of course, unknown to the Blackfeet Indians of an earlier generation. Their first knowledge of the Nativity was obtained from white fur traders and the missionaries who followed. The latter introduced the idea of celebrating Christ's birth by special services in the church.

Today, the celebration of Christmas on the Blackfeet Indian Reservation, adjoining Glacier National Park in the Montana Rockies, largely conforms to the pattern of adjacent white, rural communities. Besides the festivities held in individual homes, local churches and schools form focal points of activity for Indian and white folks alike.

Special Christmas services are held in the churches of Browning, Montana, Indian Agency Headquarters, and are well attended. A pageant is held annually at the Browning public school, in which both Indian and white children participate. Gifts are distributed at Cut Bank boarding school, a government institution exclusively for Indian children.

It was not until about fifty years ago that the Blackfeet became acquainted with Santa Claus, the Christmas tree and festivities in the home. Today, little Indians hang up their stockings and look forward eagerly to the arrival of Santa Claus,

(Concluded on page 6)

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Aboard Great Northern



Mr. and Mrs. H. H. Anderson. Leonard Frank photo.

Recent passengers via Great Northern Railway were Mr. H. H. (Hal) Anderson, vice president and general manager of the Trans Mountain Oil Pipeline Company, and Mrs. Anderson, of Vancouver, British Columbia.

Mr. and Mrs. Anderson traveled from Vancouver to Everett, Washington, aboard the streamlined International, thence to Chicago on the streamlined Empire Builder.

BLACKFEET—concluded

who is known by a Blackfeet word meaning "the old man who brings toys". Many Indian families decorate their little homes with evergreen, prepare Christmas trees and join in the festivities of the Holiday Season.

Some of the more conservative Blackfeet postpone their celebration until New Years, when the old native dances are still performed in remote communities on the reservation. Colorful beaded costumes of buckskin and feather bonnets are worn upon this gala occasion.

Help Fight TB



Buy Christmas Seals

In 1907, most people believed that tuberculosis could not be cured. But a few doctors in Wilmington, Delaware, were trying to cure eight charity patients. Then they ran out of money.

Emily Bissell, a cousin of one of the doctors, decided to try to raise funds to help care for these patients. She had read of Einar Holboell, a Danish postal clerk, who had the idea in 1904 of selling Christmas Seals to help children with TB.

Emily Bissell led the first American Christmas Seal Sale in 1907. She hoped to raise $300 to help treat the eight patients. She raised $3,000. And so it has gone ever since. Pennies and dollars spent for Christmas Seals have helped to reduce the TB death rate by almost 90 per cent. Large or small, every contribution counts. The important thing is that millions unite every year to fight tuberculosis by buying Christmas Seals bearing the double-barred cross.

Before her death in 1948, Emily Bissell said this about the result of the Christmas Seal Crusade, "I see thousands who had no hope and who have it now."



Seated, left to right: R. P. Starr, Seattle, Western traffic manager; C. E. Finley; W. B. Hartz, New York, Eastern traffic manager. Standing: George F. Hardy; J. J. Woulfe, San Francisco, general freight agent.

GN Freight Traffic Meeting

Officers and principal supervisory personnel of Great Northern's Freight Traffic Department from the railway's offices throughout the country, recently gathered in St. Paul, Minnesota, for a two-day conference.

Topics discussed included developments in the Williston Basin of North Dakota and Montana, the Columbia Basin in Washington, freight train schedules and service, and various matters relating to traffic solicitation.

The sessions, held during November at Great Northern's general offices, were arranged and conducted by C. E. Finley, traffic vice president, and George F. Hardy, general freight traffic manager.

Tacoma Bridge Dedication

An important milestone in the industrial growth of Tacoma, Washington, was marked on November 14, with formal dedication of a new $1,600,000 bridge across the city's Port-Industrial Waterway.

The 712-foot bridge is vital to industrial development of the tideflats area since it has a lift-span to permit ocean-going vessels to enter the channel. The Port of Tacoma is proceeding with plans for dredging the waterway to a width of 800 feet and a depth of 30 feet.



Dome Cars for Empire Builder

Preparation of orders authorizing construction of 22 new dome cars for coach and Pullman sections of the streamlined Empire Builder, is announced by J. M. Budd, Great Northern's president. Delivery date for the new dome cars, to cost in excess of six million dollars, will be announced at a later date.

Four dome-equipped cars will go into each of the five Empire Builder streamliners, which provide daily service, in both directions, between Chicago on the East and Seattle and Portland on the West. The other two cars will be extras.

Domes atop three of the cars in each train will be for the use of coach passengers. There also will be coach seats at the lower, customary level in these units.

The fourth dome car in each train will be a lounge unit for Pullman passengers. The glass-enclosed dome will extend the full length of this car. Bulk of the seating capacity and lounge facilities will be in the dome, with a smaller lounge at the lower car level.

The new units will replace three coaches and one of the sleeping cars now operated in each train of the Empire Builder fleet. The full-dome unit for Pullman passengers will be located between other sleeping cars so that the dome may be readily reached. A combination car providing both sleeping and observation lounge facilities on one level will be at the rear of the train.

Acquisition of these cars is in keeping with Great Northern's tradition of providing the finest possible passenger service.

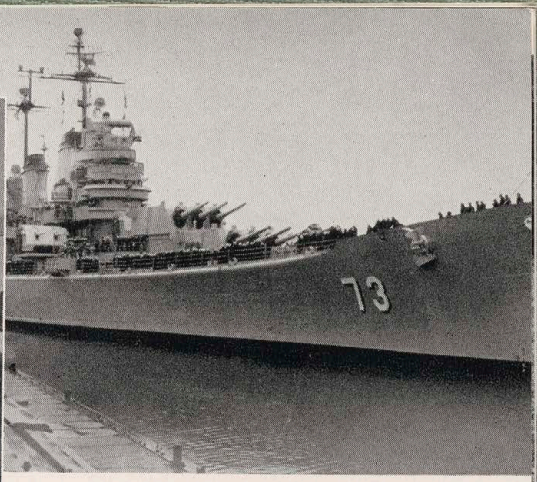
The first streamlined Empire Builder was placed in service in 1947 and was the first completely new coach and sleeping car train built in the United States after World War II. It also pioneered 45-hour service, among the Northern lines, in both directions between Chicago and the Pacific Northwest. In 1951, the Empire Builder was completely re-equipped with new cars throughout its five-train fleet. Now, again, Great Northern is moving ahead, with the latest and newest dome cars to provide maximum travel pleasure and comfort at no extra fare.

Election

Newly elected officers of the Railroad Passenger Traffic Club of Memphis, Tennessee, are: H. T. Griffith, PRR, president; Walter Roe, MP, vice-president; Charles Hankins, NYC, secretary-treasurer.

Directors include Fred Maness, Peabody Hotel Ticket Office; Paul Hansell, NC&StL; Louis Pollard, L&N; Harry Harty, Frisco; Grady Fields, IC; J. J. Flynn, IC.





The U. S. Navy's heavy cruiser St. Paul, eases alongside the dock at Tacoma, Washington.

Tacoma Mayor Harold Tollefson and Captain of the St. Paul C. W. Parker.

Tacoma News Tribune photos by Howard Clifford.

U. S. Cruiser St. Paul Visits Tacoma

The Navy's heavy cruiser St. Paul, the vessel which fired the last shot before the truce in Korea, tied up at Tacoma, Washington, on October 30, for a three-day visit en route to the Puget Sound Naval Shipyard at Bremerton.

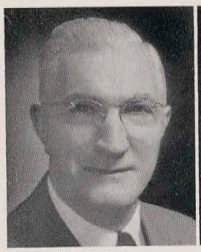
Captain C. W. Parker in command of the first class fighting ship and his 1,000-man crew were welcomed by Tacoma Mayor Harold Tollefson, who presented the skipper with a key to the city. Throngs of spectators lined the pier and the Fort Lewis Army band provided a musical greeting while the famed "Can-Can" girls from Seattle's Barclay Studios danced.

Officers were honored at a reception given at the Winthrop Hotel, while both officers and enlisted men were entertained throughout their liberty by special tours, football games, dances, USO entertainment and smaller gatherings, arranged by the Chamber of Commerce Armed Services Committee and the Citizens' Armed Forces Committee.

The St. Paul, only recently returned from her third battle cruise in Korean waters, came up the Pacific Coast from Long Beach, California, bound for Bremerton where she will undergo a general overhaul which is expected to take her out of active service for about three and a half months.

She was hit by shore batteries in action last June, but suffered no casualties.

GN Appointments



Manthe



Hill

Charles A. Manthe, superintendent of Seattle's King Street Station since 1947, and a veteran of more than 50 years of railway service, retired on October 31. He is succeeded by assistant superintendent Val E. Hill, who, in turn, is succeeded by A. W. Foote of St. Paul.

Manthe joined Great Northern in 1903 as secretary in the general manager's office in St. Paul, and remained with GN for 44 years before becoming superintendent of the King Street Station, owned jointly by Great Northern and Northern Pacific.

During those years he served in various capacities on five of Great Northern's divisions and had been operating chief on two of them when he came to Seattle in 1934, as GN superintendent of terminals.

Hill, Manthe's assistant since 1950, was previously with the Northern Pacific, having joined that railway in Seattle as a switchman in 1915. He was promoted to yardmaster in 1944 and assistant general yardmaster in 1945. As supervising head of King Street's 750 employes, he will have jurisdiction over the terminal facilities and servicing of 32 passenger and mail trains daily.

Foote, with 28 years of GN service, has been chief clerk in the office of the general superintendent of transportation in St. Paul.

Is Christmas Really CHRISTmas?

CHRISTMAS! What is it? Holly and tinsel and gayly wrapped packages—Santa Claus and Rudolph the Red Nosed Reindeer—frivolity and gay parties. Yes, Christmas to some means just that and nothing more.

Somehow through the centuries the true reason for Christmas has been put more and more into the background. To PUT CHRIST BACK INTO CHRISTMAS is the goal to make the Christ Child and His birthday uppermost in the minds and hearts of everyone throughout the Christmas season.

People of all denominations are cooperating in this endeavor. Civic organizations are lending their support. Modern advertising and publicity are being enlisted. The theme PUT CHRIST BACK INTO CHRISTMAS is the symbol around which we urge the community to concentrate its Holiday effort.

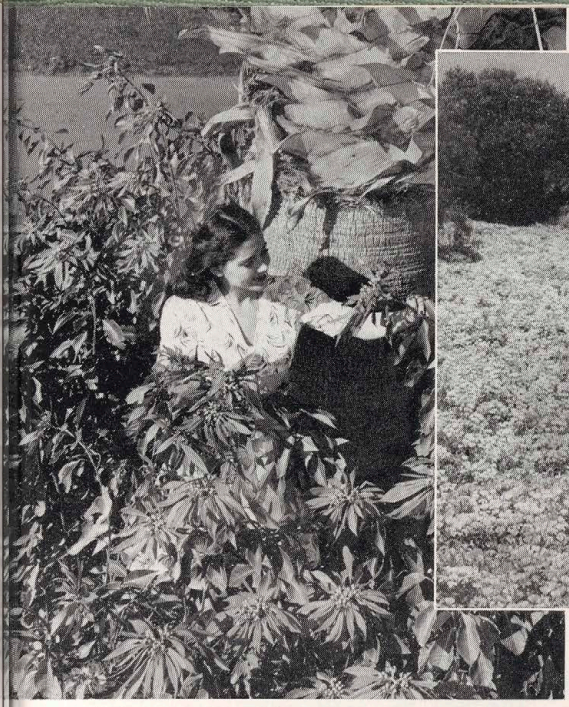
Let's bring back the true meaning of Christmas—Let's PUT CHRIST BACK INTO CHRISTMAS.

Shriners Travel GN

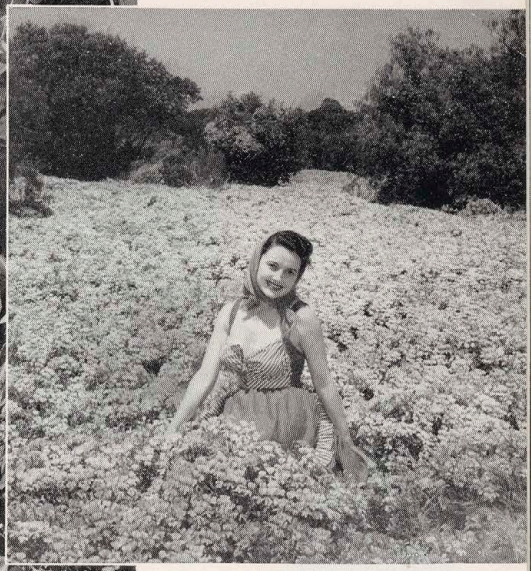
Recent passengers on Great Northern Railway included a delegation of approximately 50 Zuhrah Temple Shriners traveling round trip between Minneapolis, Minnesota, and Grand Forks, North Dakota, on GN trains 29 and 30.

The Minneapolis Zuhrah Temple "Merrimakers" provided entertainment at Grand Forks in connection with a Shrine ceremonial held by that city's Kem Temple.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Christmasy poinsettias grow to great heights, ablaze with brilliant red blossoms.



Southern California's flowers always impress visitors whose yards and gardens are buried under the snow of winter.

All Year Club of Southern California photos.

Winter Flowers in Southern California

Winter visitors to Southern California are usually impressed as much by the winter flowers as they are by the lush green landscape, outdoor attractions and activities.

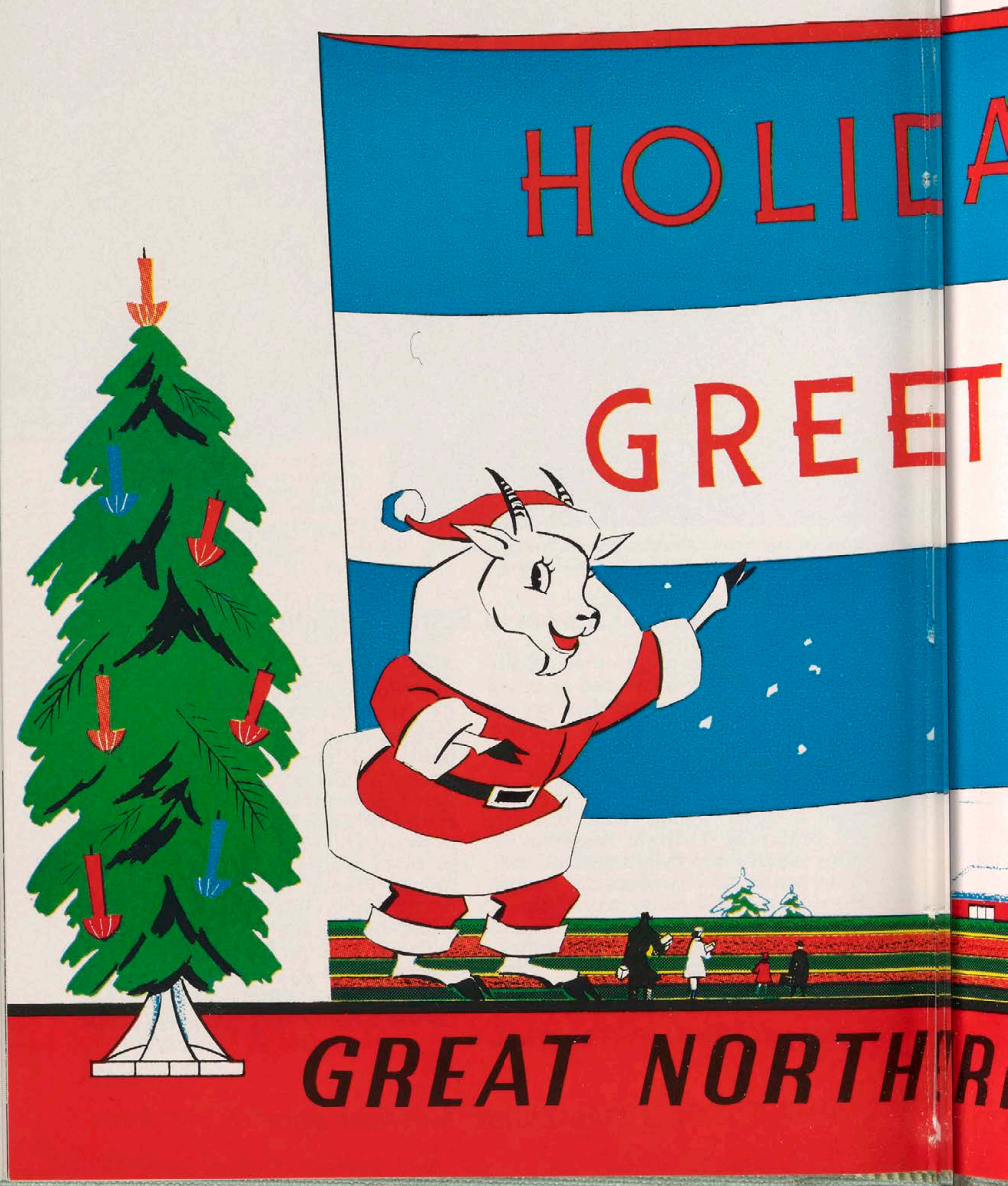
There are acres upon acres of Christmasy poinsettias that grow to great heights, ablaze with brilliant red blossoms. Delicate camellias in many shades and bright azaleas decorate yards and gardens of homes. More than 10,000 pansy plants bloom in Los Angeles' Exposition Park, and over a million blooms of all kinds—snapdragons, stocks, sweet peas, marigolds—fill the landscape of Santa Anita Race Track.

Subtropical sunshine combines with light winter rains to produce ideal growing conditions while most of the nation is blanketed with snow.

Geraniums, for example, grow so easily and bloom so abundantly that many residents use them in front yards instead of grass. Other varieties of geraniums grow to heights of seven and eight feet, and are used to cover walls and fences. Another unique ground cover is wild strawberry which hugs the ground like grass, but which blooms in winter with white or pink blossoms.

Wherever you go in Southern California, you'll find people in shirtsleeves tending their gardens. Flow-

(Concluded on page 14)


HOLID
GREET
GREAT NORTH


OLIDAY
RETINGS
ORTHERN RAILWAY

SANTA'S MODERN SLEIGH



WINTER FLOWERS—concluded

ers that usually bloom elsewhere in May or June are at their best during the winter months in Southern California.

Nearly every home has a stand of crimson-colored poinsettia plants in clumps, as hedges, or entire gardens. While they're difficult to grow in other sections of the country, requiring constant hot-house care, they're about as commonplace as dandelions in Southern California. Commercial poinsettia farms near San Diego and Beverly Hills, provide the spectacular sight of acre after acre of brilliant blooms.

Commercial flower seed gardens, stretching for miles, are in bloom during the winter in El Monte near Los Angeles, and again in Northern Santa Barbara County. Most of the flower seed sold in America is produced in Southern California, and blooms of all varieties are seen throughout the year.

The desert region and Santa Catalina Island have their own special varieties of blooms. Around Palm Springs, Desert Center, Twentynine Palms and other desert resort cities and towns, wildflowers bloom during the winter, splashing the low hills and desert floor with color. Giant Yucca plants shoot white stalks six feet high, and the Joshua Tree, which is really a kind of lily, sends its stovepipe-shaped branches in all directions.

At Avalon, on Santa Catalina Island, the undersea gardens are at their best during the winter. Glass bottom boats take one for short tours of these brilliant gardens, growing in the crystal clear water.

Whatever the flower, you'll discover that it reflects the outdoor living during Southern California's winter. That's why there are so many outdoor attractions, like the Pasadena Tournament of Roses and Rose Bowl Football Game on New Year's Day. More than 3,000,000 fresh flowers are used to decorate hundreds of floats that compete in the Tournament of Roses Parade.

Santa Anita Race Track conducts a 40-day meet during the winter, featuring the richest purses in turfdom. A short distance from downtown Los Angeles, this fabulous track brings together America's finest horses in a setting midway between orange groves and snow-capped peaks.

The annual Los Angeles Open Golf Tournament is held in January, because golfers find they can play nearly every day during the winter in Southern California.

Many winter vacationists travel to or from California through the Pacific Northwest via Great Northern's streamlined Empire Builder or Western Star.

The round trip rail fare to many California destinations is little or no more via Great Northern in one direction than that charged when using more direct routes in both directions.



Are You There?

"I don't like to criticize," said the English visitor, "but I do think our way of answering the telephone is better than yours."

"Oh? What do you say that's so much better?"

English Visitor: "Well, instead of saying 'Hello,' we say 'Are you there?' Then, of course, if you're not there, there's no use going on with the conversation."

* * *

Convinced

Officer: "Look here, fella, what's the idea of coming down the street in a barrel? Are you a poker player?"

Offender: "Nope, but I spent a couple of hours with some guys who are."

* * *

Honest

Overheard in restaurant—customer orders caviar and warns the waitress:

"Now be sure it's imported, because I can't tell the difference."

* * *

Roll 'Em Son!

Drugstore Clerk: "Did you kill any moths with those moth balls I sold you the other day?"

Customer: "No, I tried for five hours, but I couldn't hit one."

Just Three Flavors

"What flavors of ice cream do you have?"

The pretty waitress answered in a hoarse whisper, "Vanilla, strawberry, and chocolate."

Trying to be sympathetic he said, "You got laryngitis?"

"No," she replied, with an effort, "just vanilla, strawberry, and chocolate."

* * *

Simple Request

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 the soup.

"What's wrong with it?" demanded the chef.

"Nothing," calmly answered the diner. "I just don't have a spoon."

* * *

Simple Solution

Father: "Why in the world don't you go ahead and marry that nice young man?"

Daughter: "I don't want to leave Mother."

Father: "Then take your mother with you."

Wond'rous Night



High upon our Christmas tree
A single shining star
Sheds it light but modestly,
Yet casts its warmth afar;
Symbol of the Star—this gem—
That gave its light to Three,
That they might come to Bethlehem
And worship joyfully.

'Neath the star that tops our tree
Are shining silver things,
Reindeer, birds and brilliancy,
And color fit for kings.
Hand in hand the youngsters stand
Enchanted by the sight—
Picture now this fairyland
And keep this wond'rous night!

—*Jeanne Cole*

AAR Election

William T. Faricy of Washington, D. C., has been re-elected president of the Association of American Railroads by the new board of directors following the annual member road meeting of the organization in Chicago, November 20. Mr. Faricy has been president of the AAR since 1947.

Others who were renamed officers of the railroad association are J. Carter Fort, vice president and general counsel; Richard G. May, vice president in charge of the Operations and Maintenance Department; Philip A. Hollar, vice president-assistant to president; Robert S. Henry, vice president in charge of the Public Relations Department; Arthur R. Seder, vice president in charge of the Finance, Accounting, Taxation and Valuation Department; J. Elmer Monroe, vice president and director of the Bureau of Railway Economics; Walter J. Kelly, vice president in charge of the Traffic Department; Thomas L. Preston and Gregory S. Prince, general solicitors, and George M. Campbell, secretary-treasurer.

Western railway chief executives named directors included J. M. Budd of St. Paul, president of Great Northern Railway.

Mount Baker Winter Sports

It is expected that the new 3,300-foot double chair ski lift at the Mount Baker winter sports area in Northwestern Washington, will be in operation beginning December 10. The new lift and other facilities were installed during the past year.

Conveniently reached from Bellingham, the Mount Baker area is one of the most popular and scenic winter sports centers in the State of Washington, with a long ski season extending into July.



New American Crystal Sugar beet sugar refining plant now under construction at Wilds, near Crookston, Minnesota.

Beet Sugar Production in the Red River Valley

Any agriculturally minded person will appreciate the rich historic background of the Red River Valley in Minnesota and North Dakota. Thousands of years ago, a mass of ice moved Southward, depositing soil, as it receded, over this gently Northward sloping area, soil which is now known for its great productivity. For centuries following this glacier period, the Valley was nothing but grassland, this adding organic matter and that black textured soil so indigenous to this area.

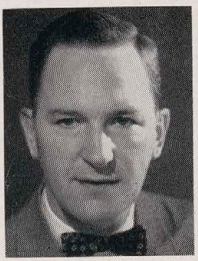
Then came the railroads which opened the way for early settlement of the Valley. Soon it was a wide expanse of grain fields. Oats and barley grew well, but it was wheat that was king.

Amidst all this background the sugar beet crop is a newcomer. It was first grown in 1919. That year, 72 tons of beets were harvested from 11 acres, an average of 6.54 tons per acre. Interesting is the fact that those same growers who first tried this crop now average twice that tonnage per acre. Therein lies development which is history in itself. It has been a combination of factors that has brought this about: more skill in growing the crop, the use of a rotation, including sweet clover and black summer fallow for weed control and moisture conservation, mechanization, and improved beet seed varieties. All have played an important part.

(Concluded on page 18)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Election



D. E. Skinner

D. E. Skinner has been elected president of the Alaska Steamship Company to succeed his father, G. W. Skinner, who died October 11.

General manager of The Alaska Line since January 1, 1950, as well as a vice president, D. E. Skinner will remain general manager while directing the company from the top administrative post.

Other officers of the Alaska Steamship Company are R. C. Anderson, who continues as executive vice president; R. J. Behnke, elected vice president and treasurer from the position of treasurer; F. W. Tegtmeyer, secretary and assistant treasurer; G. F. Kachlein, Jr., and A. L. Cahill, assistant secretaries, and W. P. McCarthy, assistant treasurer.

BEET SUGAR—concluded

The 1919 experiment proved that a good crop could be grown in this Northern area. It wasn't all encouragement, however; processors were well mindful of the many failures in areas where irrigation was not available. Early progress, therefore, was slow. It was determination and perspiration on the part of a handful of growers and faith in the area on the part of some processor interests, notably the American Crystal Sugar Company, that built its East Grand Forks, Minnesota, refinery in 1926. This factory, capable of slicing 2,200 tons of sugar beets daily, was heralded as a boom to the upper Red River Valley, and truly it was, yet progress from thereon moved slowly. Depression and drought worried both processor and grower, since both had made sizeable investments in the crop.

Better times followed and American Crystal built its Bingham plant near Moorhead, Minnesota, which was opened for the manufacture of Crystal brand sugar in 1948. This factory processes about 50% more daily than does the one at East Grand Forks. In 1954, another plant, equalling the one at Bingham in capacity, will be operated at Wilds, near Crookston, Minnesota. From infancy, the growing and processing of sugar beets in the Valley has grown to big business—from 11 acres and 72 tons in 1919 to an anticipated 105,000 acres and over a million tons of sugar beets in 1954.

Great Northern Railway serves the two American Crystal Sugar Company refineries located in the Red River Valley and will serve the Wilds factory when that goes into operation. This past season has required 150, 100-car trains to transport the Red River Valley beet crop to the factories. Next year, with average tonnage, will require approximately 20 per cent more transportation service. Transportation of the beets themselves is only part of the overall. There is lime rock, coke, coal and paper containers that add up to considerably more. If a million ton beet crop is produced in the Valley in 1954, transportation will be required for 48,000 tons of lime rock, 4,400 tons of coke, 120,000 tons of coal and 2,000 tons of paper containers.

The million ton crop should produce approximately 2,500,000, 100 pound bags of pure Crystal sugar. To the progressive Red River Valley growers, the crop will mean between $13,500,000 and $15,000,000 yearly, besides giving year around and part time employment to almost 1,000 men and women.



Illuminated Christmas tree and Nativity scene at Great Northern's St. Cloud, Minnesota, car shops. Photo by Myron Hall, St. Cloud Daily Times.

Silent Night, Holy Night

An illuminated outdoor Nativity scene, first displayed at Great Northern Railway's St. Cloud, Minnesota, car shops in 1952, is being repeated during the present Holiday Season.

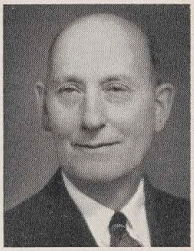
A more natural setting would be difficult to find. There is plenty of space, a group of large trees to form the background, and an old log hut that shows visible signs of age and use.

The log hut is the stable of Bethlehem with straw on the floor and the figures of Mary, Joseph and the Babe centered in a glow of soft light. Beside the stable is a 30-foot spruce tree decorated with colored lights. Overhead, so high that it appears to be actually in the sky, is the star. In glowing red letters, the words "Silent Night, Holy Night", shine in the darkness over the stable.

There is music in the air, too, clearly heard throughout the grounds and village. Caretakers attend to a record player which is located in the boiler room. Loudspeakers are mounted high on the water tower.

The Christmas scene is planned and executed by employes at Great Northern's St. Cloud shops with the assistance of the Rev. Edward Ramacher of Sartell and nuns at nearby St. Augustine's convent.

GN Retirement



Bruyn



Supple

S. T. (Dick) Bruyn, Great Northern Railway city passenger agent in Chicago since 1934, retired effective November 30.

His successor is John N. Supple, city ticket agent for the railway in Chicago since 1951.

Bruyn joined Great Northern in 1917 as cashier in Minneapolis. He later worked in Los Angeles and St. Paul before transferring to Chicago.

Supple came to the railway in St. Paul in 1941, then was passenger representative on the streamlined Empire Builder and ticket clerk in the San Francisco ticket office before going to Chicago.

Railroad Hour

The three children of Gordon MacRae, along with millions of fans of the Railroad Hour, are looking forward to the popular program's sixth annual Christmas show on December 21, when their father joins soprano Dorothy Warenskjold in a presentation of the ever popular "Snow White".

Other Railroad Hour programs scheduled for December include "Cat and the Fiddle", with Dorothy Kirsten on the 14th, and the traditional year end "Review of the Year", also co-starring Miss Kirsten, on the 28th.

GN Installs Radio Equipment

Very high frequency radio equipment to materially expedite switching and car checking operations is now being installed in Great Northern's yard at Hillyard, Washington. It is expected that the system will be in operation sometime in January.

Two-way sets for sending and receiving will be placed on 15 diesel-electric switching locomotives that operate in the yards, and on an automobile used by trainmasters, enabling switching crews to keep in constant touch with the yardmaster's office which directs their movements.

Fifteen "walkie-talkie" mobile sets for yard clerks and car checkers, will provide constant communication and exchange of information with the yard office on a frequency differing from that used by the switching lomotives and the yardmaster's office.

Wenatchee—Seattle Sleeping Car

Great Northern wintertime set-out Pullman sleeping car service East and Westbound between Seattle and Wenatchee, Washington, has been resumed, and will continue throughout the winter months.

Eastbound, the sleeping car leaves Seattle on the Western Star, train 4, at 10:30 PM, with arrival in Wenatchee at 3:10 AM, where the car is detached, permitting passengers to occupy accommodations until 8:00 AM.

Westbound, the sleeping car is also carried on the Western Star, train 3, leaving Wenatchee at 12:40 AM, arriving at Seattle at 5:15 AM. Space may be occupied at Seattle until 7:30 AM.

Cars are ready for occupancy at 9:30 PM at both terminals.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1953, are: Frank E. Boggs, engineer, Superior, Wis.; John E. Cullen, store foreman, Whitefish, Mont.; Joel R. Clough, conductor, Clear Lake, Wash.; Samuel E. Coleman, master carpenter, Great Falls, Mont.; James T. Hines, engineer, Great Falls, Mont.; Henry C. Holtberg, crossing watchman, Butte, Mont.; William L. Hendry, conductor, Sauk Centre, Minn.; Christ I. Jensen, telegrapher & agent, Clancy, Mont.; Even Myhre, section laborer, Spicer, Minn.; Edward N. Neyens, assistant cashier, Spokane, Wash.

Members reported pensioned during November, 1953, are: Wilbur R. Bougie, switch foreman, Grand Forks, N. D.; William E. G. Blinkhorn, chief clerk, St. Paul, Minn.; Robert H. Campbell, locomotive engineer, Sioux City, Iowa; Andrew Clifford, engineer, Great Falls, Mont.; Jens Christensen, telegrapher, Saco, Mont.; George A. Engelking, steward, St. Paul, Minn.; Henry N. Huesmann, traveling auditor, Great Falls, Mont.; Torfin Jesten, locomotive engineer, Fargo, N. D.; Herman L. Larson, engineer, St. Paul, Minn.; Elmer N. Mitchell, conductor, Sandstone, Minn.; Arthur B. Moran, special accountant, St. Paul, Minn.; Clara S. Marston, telegrapher, Summit, Mont.; Ralph R. Morton, agent-telegrapher, Montrose, Minn.; Levi Nelson, switch foreman, Williston, N. D.; Fred C. Spencer, superintendent of terminals, Minneapolis, Minn.; Alex G. Smith, car foreman, Tacoma, Wash.; Peter T. Thompson, agent, Stanley, N. D.; Arthur L. Wahlin, signal maintainer, Newport, Wash.; Elmer Ward, locomotive fireman, Whitefish, Mont.

* * *

The 1954 Washington State Apple Blossom Festival will be held in Wenatchee on April 29 and 30 and May 1. The dates follow the permanent policy of the Festival Association of having the fete fall on the first Saturday in May, with the two preceding days.

* * *

The resources of the National Defense Transportation Association, with a membership of over 10,000 executives and skilled personnel in all branches of transportation, have been placed at the disposal of the American National Red Cross for use in disaster relief emergencies.

* * *

Telephone number for the Great Northern Railway at Great Falls, Montana, has been changed from 5481 to 5-5481.

GN Dedicates New Station at Columbia Falls

Columbia Falls, in the Flathead Valley near Glacier National Park in the Montana Rockies on Great Northern's main line, was recently the scene of ceremonies marking the dedication of the railway's new passenger and freight station.

The "Railroad Day" program began the morning of October 2, with erection of a marker changing the name of Brent, location of the new Anaconda Aluminum Company reduction plant, two miles West of Columbia Falls, to "Conkelley". The name change honors Cornelius F. Kelley, chairman of the board of the Anaconda Copper Mining Company, of which the Anaconda Aluminum Company is a subsidiary. In attendance were Columbia Falls civic and industrial leaders, representatives of Anaconda Copper Mining Company, Anaconda Aluminum Company, and Great Northern Railway.

Formal dedication of the modern 24 x 87-foot station followed a special noon luncheon sponsored by the Columbia Falls Chamber of Commerce. The program included several musical selections by the Columbia Falls High School band, and a talk by Thomas A. Jerrow of Seattle, manager of Great Northern lines West of Williston, North Dakota. Mr. Jerrow is a native of the Flathead Valley. Chamber of Commerce president James Cumming was master of ceremonies.

Other Great Northern representatives attending the ceremonies were H. M. Shapleigh of Whitefish, superintendent of the Kalispell division; J. J. Heimes, Great Falls, assistant general freight and passenger agent; Charles W. Moore, St. Paul, executive assistant, public relations and advertising; F. F. Perrin, Seattle, public relations representative; L. E. Wagner, Kalispell, general agent, and J. T. Andrew, Spokane, former Columbia Falls resident who is in charge of the Great Northern Safety Program for lines West.

Honored at the dedication was H. J. Mustell, a Great Northern employe for 48 years and agent at Columbia Falls since 1918. Mr. Mustell has since retired.

Anaconda representatives included W. C. Rae, ACM general land agent at Butte; J. D. Murphy, ACM assistant secretary at Butte, and H. G. Satterthwaite, AAC plant manager at Conkelley.

When Anaconda broke ground for its new $50,000,000 Columbia Falls aluminum reduction plant last June, the event had a double significance. It marked the entrance of an "old line" metals company into the comparatively young aluminum business. Secondly, the new reduction plant will be the first in North America designed to utilize a much publicized production technique developed in France which is said to produce one pound of aluminum per 7.5 kilowatt hours of electricity as compared to the usual 10 kilowatt hours required at most reduction plants in North America. When actual production is under way in 1955, the new plant will employ approximately 450 men.

Electricity is the key to the production of aluminum and is one of the reasons that the new plant is being constructed at Columbia Falls. Located nearby on the South Fork of the Flathead River, recently completed Hungry Horse Dam will supply hydroelectric power from its four generators each rated at 71,250 kilowatts.

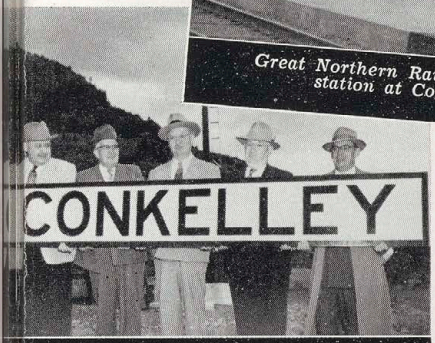
Hungry Horse, third highest and fourth largest concrete dam in the world, is the farthest upstream dam of the entire Columbia River system. Water released from its 32-mile long reservoir in turn helps to spin turbines at Kerr, Cabinet Gorge, Rock Island, Grand Coulee, Bonneville, and other downstream dams.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

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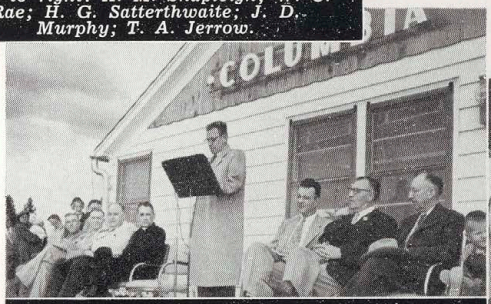
Great Northern Railway's newly-completed passenger and freight station at Columbia Falls, in Northwestern Montana.



Left to right: H. M. Shapleigh; W. C. Rae; H. G. Satterthwaite; J. D. Murphy; T. A. Jerrow.

Columbia Falls -Conkelley

DEDICATION AND CELEBRATION



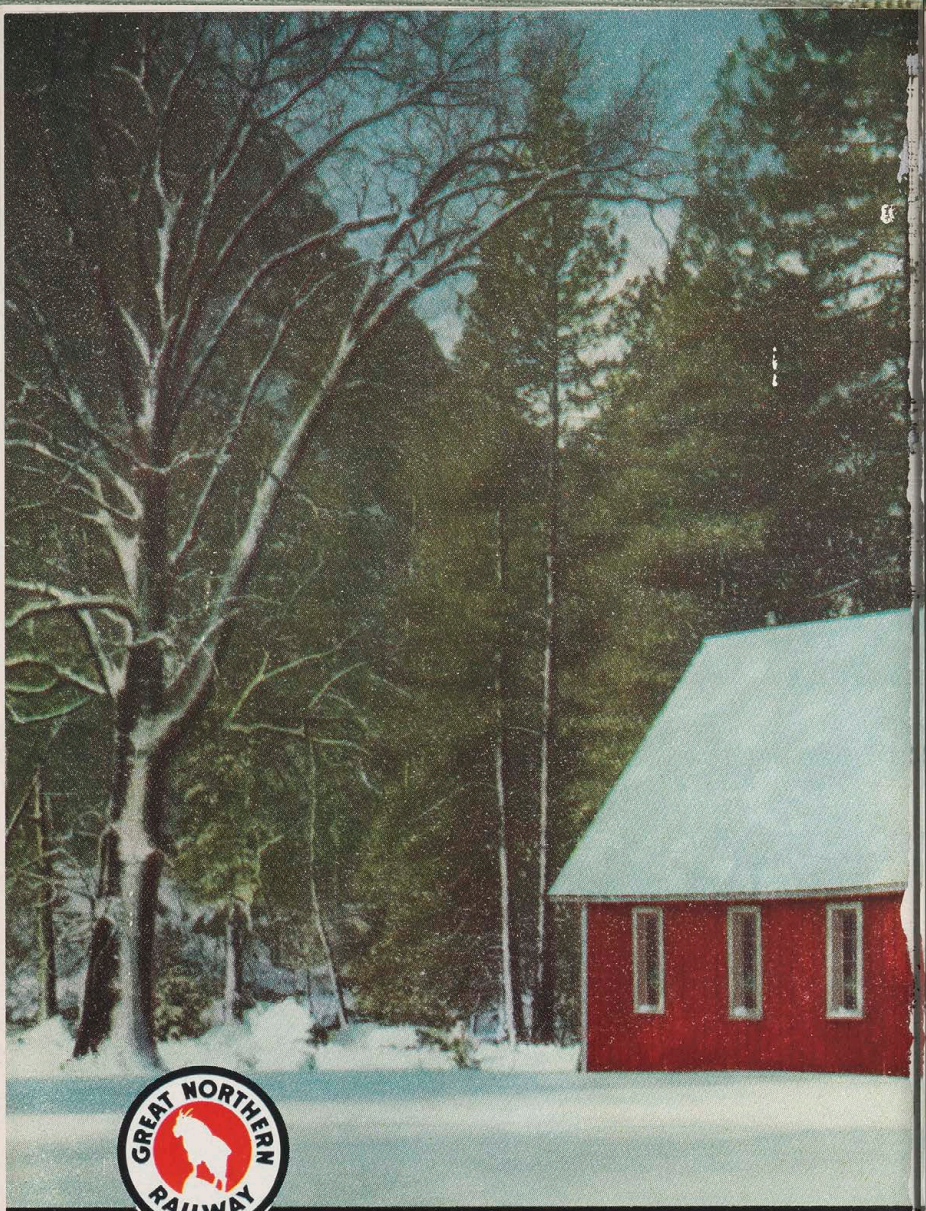
Speaker at the afternoon ceremonies was Thomas A. Jerrow.



GN manager Jerrow and H. J. Mustell, veteran Columbia Falls agent, cut ribbon across entrance to new station building.



Portion of crowd at dedication ceremonies. Chamber of Commerce president James Cumming at microphone.



Great Northern Railway

