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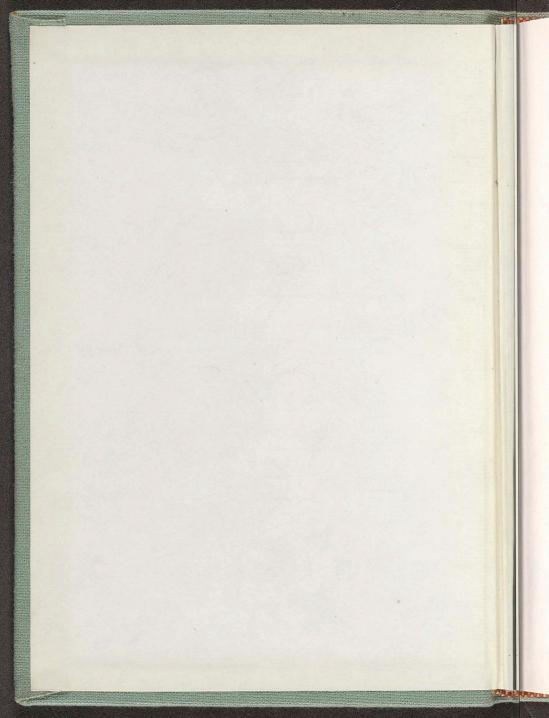
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THE GREAT MORTHERN COAT Yel. 24 No. 1 - 12 1954

Great Northern Railway Company Records

19 A 5 4F Vol. 7

Advertising & Publicity







# OREAT NORTHERN RAILWAY'S NEW CASCADE TUNNEL

The Great Morthern

GOAT

JANUARY 1954





WINTER PLAYGROUND

Timberline's remodeled ski shop carries a complete line of winter sports clothing and equipment.



A Timberline guest from India gets his face "washed" in the first snow he has ever seen.



Massive timbers frame wrought iron doors which open into Timberline's dining room.



Paul Bunyan and his ox Babe dominate the decor of Timberline's popular Blue Ox bar.

Portland Oregonian photos by Carl E. Vermilya.



Additional dormitory space, comfortable and low cost, has recently been added at Timberline. New a throughout for the 195 the Beaver last year venthusiasts

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as it did public ir flooring, ski boots the hand lounges complete trusty or again in during the as a storoffice.

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#### Winter Sports In Oregon

New and improved facilities throughout Oregon make prospects for the 1954 winter sports season in the Beaver State even brighter than last year when a record number of enthusiasts visited major centers.

First and foremost is famed Timberline Lodge, located high on Mount Hood, which last year showed an increase over the previous winter of more than 31,000 visitors. Center of winter sports activities in the area is Timberline Lodge which resembles many European mountain resorts.

Now under private management, Timberline has recently been restored so completely that the structure presents the same appearance as it did when first opened to the public in 1938. The original room flooring, scarred by a generation of ski boots, has been replaced as has the hand-woven upholstery in the lounges and balcony. Paul Bunyan, complete with bulging biceps and trusty ox, Babe, is in evidence once again in the Blue Ox Bar, which during the past few years has served as a storage room and part-time post office.

Along with the duplication of the old there is a considerable innovation of the new. Comfortable, low-cost dormitory accommodations have been doubled by alterations of the South wing second floor, and the ground floor ski shop has been enlarged to permit the rental of 150 per cent more skis to the public. With emphasis on informality, meals are available in the beautiful Cascadian Dining Room and in the restored Ski Grill Cafeteria.

Operated daily during the winter season, the Skiway, world's longest aerial tramway, takes visitors 3.1 miles from Government Camp to Timberline at the 6,000-foot level. Lifts and tows in operation in the Timberline area include the Magic

Mile chair lift, Betsy and Lang tows, and the platter pull which gives skiers a protected area. A new tunnel arrangement added to the chair lift building is expected to keep the lift in operation regardless of unusually heavy snow.

Silcox Hut at the top of the chair lift serves hot coffee and sandwiches to warm up sightseers for the ride back down or hardy skiers for the schuss down the Magic Mile. Timberline's Ski School is scheduled to be in session through May 15 with a corps of French-Canadian instructors.

Other smaller winter sports centers dot the broad slopes of Mount Hood, Oregon's highest peak, with most of the activity concentrated on week ends and holidays.

At the Cooper Spur-Tilly Jane Area, accessible from Hood River, is a 1,200-foot tow for advanced skiers, an 800-foot tow and a children's tow.

A 3,500-foot chair lift and two rope tows operate at the Tom-Dick Ski Bowl near Government Camp.

Facilities at the Multorpor Area, also near Government Camp include a public shelter, rest rooms, sandwich counter, tows and Class ABC and D jumping hills.

Several tows are maintained at the Summit Area where skis may be rented and lunches obtained during the season which normally extends through April.

Elsewhere throughout the state are winter sports centers, some small and local in character, others more elaborate which draw visitors from wide areas. These include developments at Tollgate-Spout Springs, Santiam, Hoodoo Bowl, Williamette Pass, Meecham, Crater Lake, Mary's Peak, Skyliner's, Warner Creek and Union Canyon.

Three



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 bu railway.

January, 1954

No. 1

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



The Westbound Oriental Limited, first regularly scheduled train to pass through GN's 7.79-mile Cascade Tunnel, emerged from the West Portal on January 12, 1929.

#### Your Railroads

Have you ever thought about the foes our early ancestors had to contend with during the War for Independence, and long after? Strange to say, one of the most difficult of those foes never fired a gun. This formidable enemy was distance, which blocked the growth and development of the young nation.

Hemmed in with their backs to the ocean, they dreamed of fabulously fertile land; magnificent forests, and rich mineral deposits that must lie over the seemingly inaccessible horizon, across the vast and turbulent terrain, too big and tough for horses, mules and wagon trains.

The railroad was the key that opened up the rich treasure chest of a continent and put our young nation on the track to the greatest economic development the world has ever seen. Cities, towns and farms flourished where once there was only barren waste. Agriculture prospered and industry thrived as the railroads grew, and pulled the nation along with them, creating new markets, new opportunities and a better way of life.

The railroads created, enlarged, and now sustain America's industrial greatness. Today, as yesterday, the freight train is the key to America's ever-growing strength. For the railroads are still the only form of transportation that can and do haul anything, for anybody, in any quantity, anywhere, in any season. And the railroads do that job at a lower average charge than any other means of transportation yet devised.

The railroads haul more freight, more miles, than all other forms of transportation combined, and the railroads are still growing, still setting records for efficiency, still leading America on to an even better, stronger way of life for all of us.

Four

Vol. 24

THE STREAMLINED EMPIRE BUILDER

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#### GN Report for 1953

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

It currently is indicated that the Great Northern Railway will have had a most satisfactory year, but conclusive information on results of 1953 operations will not be available until mid-January.

Freight traffic moved by the Great Northern was in heavy volume from January through September, then declined in October, as it also did throughout the nation. However, the larger-than-anticipated grain movement from Montana and Washington in November and December bolstered revenues appreciably.

The Great Northern established in 1953 a new record iron ore movement over the railway's docks in Superior, Wis. During the season 32,330,722 long tons of ore were handled over the docks as compared with 28,717,689 long tons in 1942, the next highest year. The record movement was accomplished in spite of a decline in boat-loadings in the final 45 days of the season.

Patronage of the Great Northern's passenger trains, notably the transcontinental Empire Builder, continued in encouraging volume in 1953. The Empire Builder, which has achieved a remarkable on-time performance record since it went into service in 1950, is attracting a very substantial patronage by business travelers.

The railway's other streamliners—the Western Star fleet, the Red River and twin Internationals—did well in the past year. Patronage of the transcontinental Western Star is heaviest during the Summer vacation season, which was less productive of train travel in 1953 than in the preceding year—a universal experience among the nation's railways.

The Great Northern participated substantially in the mass movement of Boy Scouts to and from the National Jamboree in California in mid-Summer. The railway handled approximately 8,000 Scouts in special and regular train movements over its lines.

The Great Northern continued to progress its long range program of improvements to track and other operating facilities in 1953, and in addition, acquired 37 units of new diesel motive power, 500 new box-cars, 300 multi-service hopper cars, 100 covered hopper cars and 200 flat cars. The Western Fruit Express Company, a Great Northern subsidiary, acquired 350 heavy insulated refrigerator cars in 1953.

At this time the company has on order for 1954 delivery 37 units of diesel motive power, and within the next 30 days expects to place orders for construction of 22 dome cars for the Empire Builder fleet. The dome cars will be provided for both coach and Pullman passengers on the streamliner.

The management of the Great Northern shares the interest of business and industrial leaders everywhere in the prospects for 1954. It was to be expected, of course, that published predictions on the state of the nation's economy next year would vary—and they have. However, it is the opinion of Great Northern's management that business generally will continue at a level productive of a substantial volume of railway traffic.

Obviously, a railway dependent to an appreciable degree on agricultural production is confronted by the weather factor in its consideration of the future. At this time of year it only can be hoped that growing conditions in Great Northern territory will be conducive to a good grain crop in 1954.

(Concluded on page 6)

Five

#### Retirement





Seuton

Manion

H. J. Seyton, Great Northern's chief engineer since 1946, retired on December 31. He is succeeded by R. R. Manion, maintenance of way engineer.

Starting as a construction transitman in 1909, Mr. Seyton held various posts until becoming district engineer at Superior, Wisconsin, in 1920. He was at Superior until 1939, then went to Seattle as assistant chief engineer.

After four years with the Pennsylvania Railroad, Mr. Manion came to Great Northern in 1938 as office assistant to the operating vice president in St. Paul. In 1940 he became trainmaster at Klamath Falls, Oregon, and in 1942 trainmaster in the Twin Cities. He served in the Military Railway Service from 1942 to 1946, then returned to St. Paul as maintenance of way engineer.

#### Sorry!

Credit was not given for the photograph from which the cover illustration of the November number of The Goat was made. The photograph is by Andre De Dienes and was reproduced with the permission of Paul Guillumette, Rapho-Guillumette Pictures, New York City, reprinted from This Week magazine, Copyright 1951 by the United Newspapers Magazine Corporation. The editors regret the oversight.

#### A Wish for '54

I would put peace at the head of my New Year's list this year—not world-wide peace (of course we all want that)—but peace that comes from the understanding of situations of other people; the peace and calm that avert the tumults of anger; the peace that comes from tolerance of other people's viewpoint; and the peace that comes with total understanding and love of one's God and faith in that God.

This I would liken to a great ocean: as each drop of salt, though infinitesimal, helps to make up the great oceans of the world, so the peace that is within each individual, though small in itself, would grow into a world peace.

Laymen's National Committee, Inc., New York City

#### Railroad Hour

Railroad Hour broadcasts during January, 1954, include "The Gypsy Baron", with Mimi Benzell, on the 11th; "The Girl from Utah", with Ann Ayars, the 18th, and "Music in the Air", with Mimi Benzell, the 25th.

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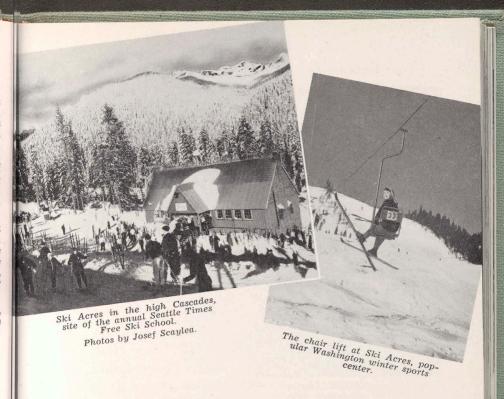
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The Railroad Hour, sponsored by the Association of American Railroads, is broadcast nationwide over NBC radio each Monday evening, and features baritone Gordon Mac-Rae and co-stars prominent in radio, television, the movies and the concert stage.

#### GN REPORT—concluded

The company looks forward to the continued establishment of freight-producing industries in its territory, principally in the Williston Basin in Western North Dakota and Eastern Montana; in the Columbia Basin in Eastern Washington and on the North Pacific Coast.



#### Seattle Times Free Ski School

The Seattle Times Free Ski School is held each winter in cooperation with the Seattle Council, Parents and Teachers Association, to teach Seattle area high school winter sports enthusiasts the fundamentals of controlled skiing.

Approximately 800 teen-agers from every Seattle district attend the classes at Ski-Acres in the high Cascades, 52 miles East of Seattle on each of eight Saturdays during the winter season. The young "slats fans" arrive at the area about 10 AM and spend six hours learning to ski and practice various ski maneuvers.

Features of the ski program include three free classes a day for skiers of all abilities—beginner, in-

termediate, advanced and racing; slalom races for advanced and racing-class flyers, and special programs honoring the various high schools taking part in the program.

Ken Syverson, dean of Pacific Northwest skimeisters, heads the corps of instructors. Nearly all of the 22 ski "professors" making up the faculty are veterans of previous Times Ski Schools.

More than 20,000 students have been enrolled in the Times Free Ski School since it was started in January, 1939, at the request of the PTA in an effort to reduce the number of accidents occurring among untrained skiers.

Seven

#### Tom Erskine Dawson



Tom Dawson 1859-1953. From a portrait by the late Winold Reiss.

Tom Dawson, 94, mountain man and distinguished pioneer resident of the Glacier Park region in Montana, died after a short illness in Cut Bank, Montana, on November 20. His portrait by Winold Reiss appeared on Great Northern Railway's Indian art calendar for 1950.

Tom was born in Fort Benton, Montana, on the famous old Upper Missouri River in 1859. His father, Andrew Dawson, Scottish fur trader known as "The King of the Missouri", was keeper of the journal from which much early Montana history has been compiled.

When the elder Dawson returned to his native Scotland, Tom went along and was apprenticed in the shipyards. After completing his training and after sailing as a ship's mechanic, he returned to the United States in the eighties. From the East, his trail led to Winnipeg and to McLeod, Canada, where he was a member of the Royal Canadian Mounted Police at the time of the Louis Riel rebellion.

The Glacier Park region became his home in the late eighties. He helped make the first survey of the park area and worked closely with Major W. R. Logan, the park's first superintendent, for whom Logan Pass on spectacular Going-to-the-Sun Highway is named.

He acted as a guide to many prominent visitors including Henry L. Stimson, former Secretary of State and War; Britain's Earl of Dudley, and Dr. Lyman Beecher Sperry for whom Sperry Glacier is named.

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Dawson was buried in Glacier Park cemetery, in the shadows of the shining mountains, his home for so many years.

#### Fifty-Seven Bald Eagles

The largest concentration of bald eagles during recent years was recently reported seen in Glacier National Park in the Rocky Mountains of Montana.

Fifty-seven of the rare creatures, emblem of the United States, were observed along McDonald Creek below Lake McDonald on the Western side of the park.

A run of sockeye salmon was the attraction for the hungry birds.

#### Aboard the Empire Builder

Recent passengers aboard Great Northern Railway's streamlined Empire Builder included Mr. G. Radenac, Counsul for France, and Mrs. Radenac.

Mr. and Mrs. Radenac traveled Great Northern round trip between Everett, Washington, and Chicago, en route to Ottawa, Ontario.

Eight



#### Cascade Tunnel Silver Anniversary

January 12, 1954, marked the 25th anniversary of the completion of one of the great engineering projects of all time, Great Northern Railway's Cascade Tunnel.

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Longest rail tunnel in the Western Hemisphere, the 7.79 - mile bore, straight as a rifle barrel, pierces the granite backbone of the rugged Cascade Range, 49 miles West of Wenatchee, Washington.

Authorization for the gigantic project, one of the most extensive improvements ever undertaken by any railway, was made on Thanksgiving Day in 1925. It involved not only the boring of the tunnel but relocation of all but seven miles of the old 50-mile line between Peshastin and Scenic, Washington, and electrification of 75 miles between Wenatchee

and Skykomish. The project eliminated 19,332 feet of old tunnels and 39,870 feet of snow sheds. It reduced curvature between the two points by 3,674 degrees and summit elevation by 502 feet. It gave Great Northern 34 miles of easy, high speed track replacing 43 miles of steep and winding mountain line, making possible new standards of performance resulting in benefit to all who are affected by the advancement of transcontinental transportation.

Construction began in late 1925 and was completed in slightly more than three years. Excavation of a small "pioneer" tunnel, paralleling the Cascade made possible undermountain operations at several points, enabling nearly 1,800 men to

(Concluded on page 10)

Nine

#### Aboard the Empire Builder



Secretary of the Interior McKay and Mrs. McKay. Bud Daley photo.

Recent passengers aboard Great Northern Railway's streamlined Empire Builder, traveling between Chicago and Portland, Oregon, were United States Secretary of the Interior Douglas McKay and Mrs. McKay.

Mr. and Mrs. McKay were en route to their home in Salem, Oregon, for the Christmas Holidays.

#### TUNNEL—concluded

work simultaneously. So accurate was the engineering that when crews met 3,000 feet underground and four miles from the West portal, the lines as carried in from the two ends were only seven inches apart, with an elevation difference of but nine inches.

The completed single-track tunnel is 16 feet wide and 21 feet 5 inches high from top of tie. It is lined throughout with concrete of an average thickness of 2 feet 9 inches—262,564 cubic yards in all. The bore is arrow straight, 41,152 feet in length, with a grade of 1.565 descending from East to West, a fall of 634 feet.

Final conquering of a seemingly unsurmountable barrier by men of imagination and daring focused the attention of the entire world on the Pacific Northwest portion of the nation. Millions of Americans and Canadians, sitting comfortably by their radios, were transported to the high Cascades to participate vicariously in dedication and opening ceremonies.

With announcer Graham McNamee. they rode the first train from the East portal at Berne to the West portal at Scenic. From Washington, D. C., they heard President Herbert Hoover, himself an engineer, describe the tunnel as a "contribution for all time to quickened and cheapened transportation". In his dedication speech, Ralph Budd, then President of Great Northern Railway, described the completed tunnel as "symbolizing the main idea behind the railroad career of James J. Hill: namely, the importance of economy and efficiency in railway operation".

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No major expenditure in the maintenance of the Cascade Tunnel was necessary for 20 years. Then in the summers of 1949-50 the original 110-pound jointed rail was relaid with 115-pound pressure-welded rail, in the biggest continuous rail project ever undertaken in the Pacific Northwest.

The Cascade Tunnel still excites the interest and curiosity of rail-roaders, engineers and laymen. Motorists traveling the Stevens Pass highway, which parallels the Great Northern and actually crosses the summit on the old railway right-ofway, stop to read historical markers at East and West portals. Passengers on Great Northern's transcontinental streamliners Empire Builder and Western Star constantly question trainmen about the "big tunnel".

Ten



#### Royal Roads Cadets Travel GN

Recent passengers aboard Great Northern streamliners International and Empire Builder included 60 Royal Roads Cadets traveling as a group via GN between Vancouver, British Columbia, and Chicago, en route to Toronto, Ontario.

Two military colleges, counterparts of West Point and Annapolis in the United States, are maintained in the Dominion. One is Royal Roads in British Columbia, near Victoria, named for an anchorage just off college property, and the other is the Royal Military College of Canada at Kingston, Ontario.

Royal Roads was founded in 1941 as a school for naval officers. In 1948, both colleges were constituted as the Canadian Services Colleges to provide a joint educational and training program for the Canadian Army, Navy and Air Force.

Royal Roads is situated on the former estate of the Dunsmuir family. The grounds comprise some 650 acres fronting on the Esquimalt Lagoon and command a magnificent view across the Straits of Juan de Fuca to the Olympic mountains.

Many of the existing buildings were admirably suited to their new purposes. The huge castle-like residence is now the Administration Building. The model dairy is an Engineering School, complete with lecture rooms, drafting rooms and fully equipped shops. The stables were altered to house classrooms and a Gunnery School. New buildings including an exceptionally large gymnasium have been added.

Eleven



GN-JA advisers, left to right. E. H. Gruetzman, general agent, Lloyd Selander, tax accountant; Matt Lang, diesel shop foreman; R. A. McMahon, chief clerk, Miscellaneous Companies.

# 9N Junio

Thousands of teen-agers in urlin areas t enrolled in Junior Achievemen, at actical su



Walter Fowler, GN adviser full than and Geraldine Gagnon, left thrigh, use an electric oven to heat plexit assurips.



Left to right. GN adviser Selander, Elaine Kubat, Floyd Clasen and Marrian Meyer prepare a financial report.



Overall view of production shop of Empire Plastics Company, sponsored by Great Northern Railway.



Preparing sales letters, left to right, adviser Gruetzman, Sandra Campbell, Paris Morse and Arlene Lindquis

TRAIN MOON

## nior Achievement 1954

ban areas throughout the United States are practical supplement to the academic educa-

tion of young city people which might be compared to the 4-H Clubs for young farm folks. It gives them an opportunity to acquire new skills, to learn the value of teamwork and of specialization. It provides actual experience in conducting a business, and what is probably even more important, a sincere appreciation of our American private enterprise sys
(Continued on page 14)

Donald Andersen, Marrian Meyer, Elaine Kubat, GN adviser Lang, Stuart Snyder, Laurice Johnson; assemble frames.



Left to right. James Stack, Floyd Clasen and James Froelke insert heated plastic frame strips into wooden jigs.



tori(GN adviser bell, c cia Morse

dvisc cMahon leftg ght, use tples s strips.



Finished letter holder-ash tray available in two models—with and without GN trademark.

#### Aboard the Empire Builder



Mrs. Charles McPhail and her champion black Labrador retriever, Marian's Tinothy. Tacoma News Tribune photo by Wayne Zimmerman.

Arriving at Seattle aboard the streamlined Empire Builder on Thanksgiving Day were Mr. and Mrs. Charles McPhail of Tacoma, Washington, and Mrs. McPhail's champion black Labrador retriever, Marian's Timothy. Mrs. McPhail and Marian's Timothy teamed to win the amateur event in the big yearly trials of the Labrador Retriever Trial Club of America at Southhampton, Long Island, New York. Mrs. McPhail also won the trophy as best handler.

At the subsequent National Retriever Trials in Maryland, Marian's Timothy placed second, although two extra tests were required to decide the all-Retriever title, finally won by the defending champion, King Buck. This marked the first time in history that a woman handler, Mrs. McPhail, had advanced so far in the Nationals.

ACHIEVEMENT—continued

tem from the viewpoint of consumer, employe, employer and investor.

Each junior company has a sponsoring business firm and is under guidance of trained adult advisers, employes of the sponsoring company, who counsel in management, accounting, purchasing, production and sales.

Operations are conducted in a "business center" provided by Junior Achievement, Incorporated, and financed by subscription from local firms. Each group meets one evening a week throughout the school year, paying a nominal rental for use of the business center's facilities which include office, shop space and tools.

The youngsters function part of the time as their company's board of directors, and as such they elect their own officers. The rest of the time they work on the production line or act as salesmen. By actually operating their own miniature business, they learn first hand the functions and relationship of capital, management and labor, and how each is dependent upon the other for success.

A typical example is the Empire Plastics Company of St. Paul, Minnesota, sponsored by Great Northern Railway. The group was organized last fall at the beginning of the school term and is made up of high school juniors and seniors. It will be liquidated shortly before school is out next spring, and profits, if any, will be paid to the stockholders in the form of dividends.

After first determining what product was to be made and sold, stock was sold at 50 cents a share to provide capital. Standard accounting practices were set up, production was scheduled and a sales and advertising program mapped out.

(Concluded on page 16)

GREAT NORTHERN RAILWAY-A GREAT WAY TO TRAVEL

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#### **Objective Patience**

A tourist in the Ozarks saw a mountaineer having a tussle with a ferocious bear.

He rushed up to the nearest cabin, where he found the hillbilly's wife calmly sitting on a stump, rifle in hand. "Why," demanded the traveler, "don't you shoot the beast?"

"I will, if I have to," she replied philosophically, "but I'm waiting to see if the b'ar won't save me the trouble."

#### Retort

George was busily engaged with a spade in the mud beside his car when a stranger hailed him.

"Stuck in the mud?" asked the stranger.

"Oh, no," exclaimed George, cheerily, "my motor just died and I'm digging a grave for it."

#### Optimists

Two convicts brought to Sing Sing prison asked each other for how long they were in. Prisoner No. 1 replied, "For 90 years." No. 2 said, "For 70 years." Said prisoner No. 1 to No. 2 "Well, you had better take the bed near the door. You will be leaving first."

#### Circumstance

A woman who was ill was examined in her home by a doctor, who said she should be taken to a hospital at once by ambulance.

A couple of hours later, after the doctor had gone to the hospital, the admitting clerk told him that the husband had arrived in the ambulance—without his wife.

Puzzled, the doctor sent for him. "Didn't you understand that the ambulance was sent for your wife?" he said.

"We had an argument," the husband answered blandly, "and she took the bus."

#### Reciprocity

A hillbilly came to town carrying a jug of liquor in one hand and a shotgun in the other. He stopped a man on the street, saying—"Here, friend, take a drink outa my jug."

The man protested he didn't drink.

The hillbilly leveled his shotgun at the stranger and said—"Drink."

The stranger drank, then he shuddered, shook, shivered and coughed. "Gad, that's awful stuff."

"Ain't it?" said the hillbilly. "Now hold the gun on me until I take a gulp."

Fifteen



The National Foundation for Infantile Paralysis has created the most extensive voluntary research program ever leveled at a single disease. It sustains a program of patient aid in which no polio victim goes without the best available care because of lack of funds. It trains thousands of hospital and health workers.

The year 1954 may well become epic in the battle against polio. From leading laboratories and universities, aided by March of Dimes grants, has come an experimental polio vaccine, the value of which may become much clearer in 1954, and gamma globulin, the blood fraction that can protect temporarily against polio paralysis.

Even as these developments appear, polio's epidemic impact increases. We have reached a crucial point. Scientists may be on the brink of success. The polio fight is entering its most important and expensive phase. It will take more in '54.

#### ACHIEVEMENT—concluded

It was decided to manufacture an attractive combination ash tray and letter holder, and to make it available in two forms; with Great Northern's familiar Rocky Mountain goat trademark insignia stamped in gold, especially for Great Northern personnel, and a plain model for the general public. Cost accounting established a price of \$1.40 each, including postage and handling charges, at which a nominal profit could be expected.

In the case of this product, fabrication is relatively simple. Black sheet plexiglass is cut into strips which will form the frame or stand. These strips are heated in electric ovens and when pliable are placed in wooden jigs or dies. When cool and rigid, they are assembled by means of a special solvent. Smoothing of edges and a final polishing completes the operation.

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Junior Achievement, Incorporated, originally a group of New England handicraft clubs, was reorganized in 1942 in its present form with national headquarters in New York City. Although young folks are still trained in correct methods of producing whatever products they make, emphasis now is placed on giving them a clear comprehension of, and sympathy with, our American economic system.

All Junior Achievement companies strive to become successful enterprises, and most of them do. Some fail, but this is not surprising because approximately 90 per cent of newly-formed adult companies close their doors before the first year is out.

The Specialties Unlimited Company, sponsored by Great Northern during 1952-53, paid a 10 per cent dividend to stockholders when liquidated.

Sixteen



#### The Village in the Desert

Palm Springs has become synonymous with sunshine and relaxed living. A haven from wintry blasts for many thousands of visitors annually, it is often called "The Village" by oldtimers, and is just what the name implies, a comfortable village with a cosmopolitan flavor and casual atmosphere.

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"The Village" claims the finest winter climate in the United States. Noonday temperatures average 81 degrees during winter and the sun shines over 85 per cent of the total possible time.

One of the most refreshing things about Palm Springs is the disregard for formality. Those who wish can do the town any evening in blue denims, shirt and sandals and feel at ease, although formal attire is often seen.

Palm Springs contains more swimming pools per capita than any other city in the world. Movie and TV stars spend winter vacations here, enjoying golf in the sun, swimming in the sun, horseback in the sun and tennis in the sun. The perennial holiday spirit is assisted during winter with numerous events including tennis and golf tournaments, dog shows, major league baseball teams in training, Circus Week, rodeos, European road races, Western Week and other programs to please spectator and participant.

This winter vacationland offers some of the finest hostelries in the nation. Numerically, the places where a visitor may find lodgings total over 200 hotels, apartment hotels, courts and guest ranches. Ac(Continued on page 18)

Seventeen

#### Alaska Line Changes







Peterson

Nelson

Manahan

H. N. Peterson, general traffic manager of the Alaska Steamship Company since 1948, and J. D. Nelson, an assistant general traffic manager, retired effective January 1. Peterson has been connected with the Alaska Line for 37 years and Nelson for 35.

W. J. Manahan, who has been an assistant general traffic manager for the past five years, succeeds Peterson as general traffic manager. Manahan began his shipping career with the Pacific Steamship Company in 1919, after two years of Navy duty during World War I. Leaving that company in 1933, he became assistant manager and traffic manager of Northland Transportation Company, holding that post until he joined the Alaska Line in 1948.

#### PALM SPRINGS—concluded

commodations range from worldfamed luxury hotels like Desert Inn and El Mirador to moderately-priced apartments and winter colony houses.

Elsewhere throughout Southern California's vast desert country are attractions popular with winter visitors including the fabulous and picturesque mining country of Eastern Kern County.

Kern County is a land of great wealth, much of it natural, much of it man-made. Mountains two miles high surround the Western part of the county on three sides, enclosing the Southern tip of San Joaquin Valley, one of the world's richest agricultural areas. Here cotton grows in winter and wine grapes in summer.

The Eastern section of the county is rolling, rugged, colorful desert land, with a wealth of its own in minerals, mining centers that look like movie sets, and historical lore.

In the Petrified Forest are stony remnants of prehistoric trees scattered over the hills where once roamed rhinoceros, elephants and other mammoths, whose fossil remains have been found.

At Mojave there is still evidence of early borax mining when the mineral was hauled from Death Valley by the famous 20-mule teams.

North of Mojave is Red Rock Canyon, where fluted cliffs change color constantly depending upon the position of the sun, looking like gaudy draperies hung from the sky. Visitors often find semi-precious gems in the area.

East from the canyon is a scene of considerable mining activity. At Randsburg and Johannesburg, named after mining centers in Africa, gold, tungsten and other minerals are being dug from great glory holes or from shafts deep in the earth.

Many winter visitors from the East and Midwest travel in one direction, to or from California, via Great Northern's route via the Pacific Northwest. The round trip rail fare when using Great Northern in one direction to or from California, is little or no more than that charged when more direct routes are used in both directions. GN's streamlined Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California.

Eighteen

THE STREAMLINED WESTERN STAR

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Recently-completed Walker Pickens Memorial Ski Lodge at Squilchuck State Park. Jim Lieb photo.

#### Wenatchee Area Winter Sports Centers

With more improvements in winter sports facilities than in any previous year, North Central Washington skiers are enjoying their greatest season. Wenatchee area enthusiasts now have their choice of five winter sports centers within a 40 mile radius. Stevens Pass, one of Washington State's leading winter playgrounds, is only 58 miles distant.

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Perhaps the biggest forward stride has been made at Squilchuck State Park, only seven miles from the city center, where a newly-completed three-level lodge is available for year-round use. Spectators can sit in the lounge and view ski races, jumping and other activities in warmth and comfort. In addition to the new lodge, the Squilchuck area has new lighting for night skiing, a lengthened downhill trail, new and smoother tows and a recently cleared area for beginners and intermediate skiers combed so smooth that it is possible to ski on six inches of snow.

A brand new area open for the first time this season is the Wenatchee "Sun Valley" area, which is about the same distance from the city as Squilchuck. Wenatchee's "Sun Valley" boasts tows, a steep open slope, a gentle rolling slope for beginners and a spacious lodge with overnight accommodations for 60 guests.

At Leavenworth, approximately 25 miles from Wenatchee, four jumping hills including a completely remodel-(Continued on page 20)

Nineteen.



44TH ANNIVERSARY 1954 **BOY SCOUTS OF AMERICA** 

The Boy Scouts of America, now numbering more than 3,300,000 boys and adult leaders will observe the 44th birthday of the organization, February 7 through 13.

Boy Scout Week will highlight the "Forward on Liberty's Team" theme which seeks to produce a greater functioning manpower and provide a higher quality program for an ever-increasing boy membership. February 7 has been designated as Boy Scout Sunday, when Scouts and leaders will attend services in uniform. Similar Jewish observances will be held Friday evening, February 5, and Saturday, February 6.

During the week in countless communities, Scouts, their parents, local institutions and public officials will pay tribute to the leaders of 89,000 Units for the contribution they are making to the boyhood of America. In thousands of elementary, Junior High and High School, Boy Scout Week will be marked at school assemblies. Flag ceremonies and stunts put on by Cub Scouts, exhibits of Boy Scout Handicraft and demonstrations of Scout skills and talks by boys themselves will bring the thrills of Scouting to the attention of their classmates.

#### WENATCHEE—concluded

ed "A" hill are in readiness for Leavenworth's annual premier jumping tournament scheduled for February 7. Jumpers are getting ready to assault the record of Norwegian sky-buster Arne Hoel, who soared 286 feet last winter to break the former record of 274 feet held by Torbjorn Falkanger, Norway's Olympic great.

The Entiat Ski Area at Ardenvois, 40 miles from Wenatchee, also has been improved. Two rope tows serve a variety of excellent slopes and ski conditions are generally good. There are also two tows operating at Waterville, about 18 miles East

of Wenatchee.

Two years ago, Wenatchee radio station KPQ assisted by the local American Legion Post, Greater Wenatchee PTA Council and Wenatchee Ski Club established a ski school at Squilchuck for prospective skiers 11 to 20 years of age.

Free lessons are being provided on Saturdays to more than 300 North Central Washington children.

A newly-completed chair lift at Stevens Pass has a capacity of over 600 passengers an hour, double that of the T-bar lift it replaces. The chair lift runs in the same general vicinity as the T-bar, but is in an area where there is no slide danger. It has a vertical rise of over 1,000 feet and is more than 5,000 feet long.

At the top terminal of the lift a 900-foot tow runs at right angles to the top of Barrier Mountain, and opens up many miles of excellent terrain hitherto available only to

more ambitious climbers.

Twenty

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Right: W facilities National at preser extensiv

Propo tramwa Park's ed in D ed by of Was would velopm at Par sightse

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Right: While winter sports facilities in Mount Rainier National Park are limited at present, plans call for extensive development of the area.

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Left: Paradise Valley where it is proposed to construct an aerial tramway for use both in summer and winter.

#### Paradise Valley in Mount Rainier National Park

Proposed plans to install an aerial tramway at Mount Rainier National Park's Paradise Valley were launched in December at a conference called by Governor Arthur B. Langlie of Washington State. The tramway would be the first step in the development of the superb skiing slopes at Paradise, and would also serve sightseers during the summer months.

A recommendation was made to the National Park Service that an aerial tramway similar to the one at Mount Hood is desired and that a survey be made to determine feasibility of year-round operation. Also given consideration was greater development of the Park's facilities and construction of a \$3,000,000 hotel. Three alternatives for major development of the Paradise Valley area for winter sports are under consideration. One is to install facilities through federal appropriation. Second is to obtain permission to install facilities through use of private capital. Third is to have the Washington State Parks and Recreation Commission install and operate the facilities under lease.

Winter sports facilities at Rainier are limited at present. One tow operates at Canyon Rim near Narada Falls, and one near Cayuse Pass. The Canyon Rim tow is moved to Paradise in the spring, when the road, which is not maintained during the winter, is opened for travel.

Twenty-one

#### Election



Left to right, Gatecliff, Conlin, Ivory and Townsend.

Paul C. Ivory, Great Northern's District Passenger Agent at Detroit, Michigan, has been elected president of the Detroit Passenger Club for 1954.

Other officers named are George J. Gatecliff, Michigan Consolidated Gas Company, 1st vice president; Ross Conlin, B&O, 2nd vice president; F. Gerald Townsend, NWA, secretary-treasurer.

GN Appointment

J. F. Thomann has been appointed general agent in charge of Great Northern Railway's freight and passenger office in Washington, D. C. He has been district freight and passenger agent there.

Before going to Washington a year ago, Thomann was in GN's Chicago ticket office for 11 years and in Detroit for six years prior to moving

to Chicago.

#### Twin Cities-Rochester Service

Daily limousine service between Minneapolis-St. Paul and Rochester, Minnesota, is operated by the Jefferson Transportation Company on the following schedule:

SOUTHBOUND

Lv Minneapolis 7:30AM 10:00AM 4:00PM Lv St. Paul 7:35AM 10:05AM 4:05PM Lv Ft. Snelling 8:00AM 10:30AM 4:30PM Ar Rochester 9:30AM 11:59AM 6:00PM

NORTHBOUND

Lv Rochester 7:00AM 1:00PM 6:00PM Ar Ft. Snelling 8:25AM 2:25PM 7:25PM Ar St. Paul 8:50AM 2:50PM 7:50PM Ar Minneapolis 9:00AM 3:00PM 8:00PM

This service is operated from Minneapolis to Fort Snelling direct to Rochester. Passengers to and from St. Paul are handled by taxicab to and from the Fort Snelling waiting station. Pick-up service is available at Great Northern's Minneapolis Passenger Station upon request, 15 minutes prior to departure time from the Bus Depot, affording convenient connections with the Empire Builder, the Western Star, the Red River, the Winnipeg Limited, and other trains.

#### Military Furlough Fares

Special reduced-rate, tax-exempt, round-trip railway coach fares for furloughed military personnel traveling in uniform between points in the United States at their own expense have been extended through March 31, 1954.

Tickets are limited to three months in addition to date of sale. Stopovers and usual baggage privileges

apply.

#### Whitefish-Kalispell Bus Schedules

Great Northern Railway daily motor bus service between Whitefish

bus service between Whitefish Lv Whitefish 6:15 PM 4:30 PM

Ar Kalispell 6:45 PM 5:00 PM Lv Kalispell 5:50 AM 10:15 AM Ar Whitefish 6:20 AM 10:45 AM and Kalispell, Montana, now operates on the following schedule:

3:10 PM 11:15 AM 6:40 AM 3:40 PM 11:45 AM 7:10 AM 1:45 PM 3:45 PM 5:10 PM 2:15 PM 4:15 PM 5:40 PM

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# Glanings Members of the Veterans' Assonication of the Great Northern Rail-

ciation of the Great Northern Railway reported deceased during December, 1953, are: Edward Boydson, engineer, Sioux City, Iowa; Abram Y. Crofford, telegrapher, Cut Bank, Mont.; William S. Chemidlin, district claim agent, Seattle, Wash.; Bert S. Erickson, engineer, Superior, Wis.: Everett W. Fuller, conductor, Tacoma, Wash.; John M. Katzmark, engineer, Minneapolis, Minn.; Peter J. Koerber, baggageman, Edmonds, Wash.; Tage H. Monson, car foreman, Minot, N. D.; Gorge W. Weber, machinist, Spokane, Wash.; Oren E. Williams, inspecting engineer, Vancouver, Wash.

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Members reported pensioned during December, 1953, are: Algernon C. Bracht, boilermaker helper, St. Paul, Minn.; John S. Hagen, pumper, Big Sandy, Mont.; Olin G. Hartman, machinist, Whitefish, Mont.; Howard I. Keller, painter, St. Paul, Minn.; Thomas J. Martin, general master carpenter, Seattle, Wash.; Jay Myers, section foreman, Walhalla, N. D.; Seisuke Miwa, section foreman, Kremlin, Mont.; Nels Norqual, blacksmith, St. Paul, Minn.; Emil G. Nelson, carman, St. Paul, Minn.; Christian J. Peters, roundhouse foreman, Sandstone, Minn.; Frank J. Sutor, welder, Havre, Mont.; Frank C. Snouffer, engineer, Minneapolis, Minn.; Guy F. Taggart, conductor, Kelly Lake, Minn.

Great Northern streamliners Western Star and Red River recently carried several hundred special party passengers between various North Dakota points and St. Paul, Minnesota, for the Farmers Union Grain Terminal Association Meeting, held in St. Paul, December 14 through 16.

Alex B. Colville, Spokane, Washington, GN superintendent of steam motive power since 1942, retired on December 31. R. A. Smith of St. Paul, assistant to the general superintendent, has been appointed superintendent of motive power with headquarters in Spokane.

A. E. McKane, Great Northern Railway agent at Dean, Washington, has been named agent at Columbia Falls, Montana, succeeding H. J. Mustell, retired.

The 1954 Red Cross membership appeal will take place during the month of March.

The Puyallup Valley Daffodil Festival will be held at Tacoma, Puyallup and Sumner, Washington, April 5 through 11, 1954.

Twenty-three

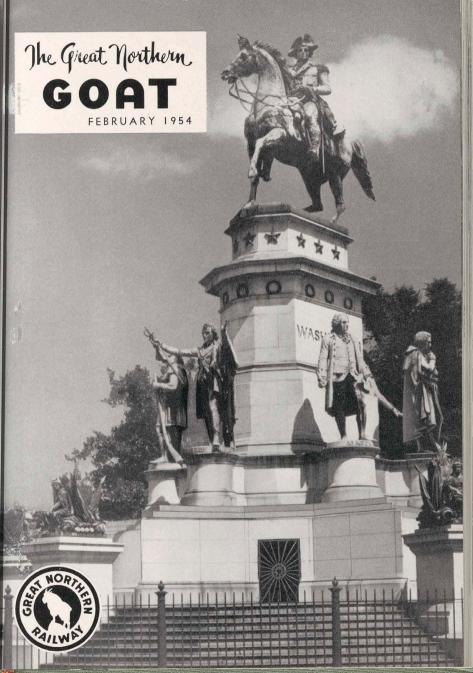
#### GREAT NORTHERN RAILWAY

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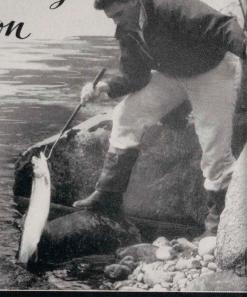
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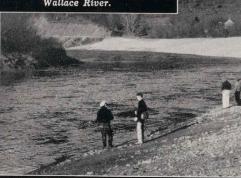
# Winter Fishing Washington



Opening day luck lands a fine buck steelhead from the Wallace River.



A fair-sized steelhead taken from the North Fork of the Skagit River.



A popular steelhead fishing spot is the Green River a short distance from Seattle.



A 17-pounder hooked in the Green River.

If you tr Great Nor ranscontin this month for one o Washingto fishing sea the state, a already c and wide. The Wes anglers oc first part March wh Last seaso steelhead rivers an well be t big fish ru planted 80 spring of

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#### Steelheading in Western Washington

If you travel West aboard one of Great Northern Railway's popular transcontinental streamliners during this month or next, chances are you will run across a fisherman bound for one of the rivers of Western Washington. The famed steelhead fishing season is in full swing in the state, and reports of the big fish already caught have traveled far and wide.

The Westward exodus of confirmed anglers occurs each year from the first part of December through March when most of the rivers close. Last season, about 130,000 of the big steelhead were taken in Washington rivers and streams, and 1954 may well be the year of the legendary big fish run. The Game Department planted 800,000 baby steelhead in the spring of 1952, and they are due to return from the sea this winter along with countless more which spawned naturally.

The steelhead is a sea-run rainbow trout and is without question the most popular game fish in Washington State. It inhabits the waters near the coast and spawns during mid-winter in rivers and streams which enter the sea. Spawning activity reaches a peak in March, and unlike salmon, steelhead do not die after they spawn, and often will enter the rivers more than once.

The gamy fish run in size from six or eight pounds to a whopping 28 pounds. The largest recorded was caught in the Chehalis River and weighed 29 pounds, six ounces. Last year's record catch, taken in the Toutle River near Kelso, weighed 27 pounds, 10 ounces. Early this season the Chehalis River yielded a 22 pounder.

Although almost every stream and river entering Puget Sound or the Pacific Ocean is good for fishing, anglers must know their water and

the

a few peculiarities of the steelhead to be successful. Sporting goods stores will offer advice, and in some cases, supply guides. Equipment needed consists of waders, warm clothing, rain gear and about an eight-food rod and rugged reel. Canned cluster eggs are most often used for bait.

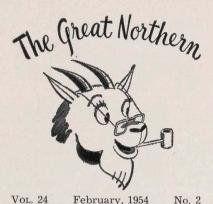
Steelheads are successfully taken from the banks of rivers and streams or from boats. Generally they like flat water from five to 15 feet deep. In clear water they favor overhanging trees, rocks or submerged logs. In swift water they are usually found on the deep side of the river, out of the fast current. Beginners sometimes have trouble discerning a strike because the fish takes the bait gently. After a few strikes, however, tyro anglers get the hang of it, and then comes the big fight trying to land one of the silvery beauties.

Out-of-state fishermen especially enjoy steelheading in Washington because most of the best rivers are conveniently located near large met-ropolitan areas. As a matter of fact, Great Northern rails span most of the best steelhead rivers in the state.

The Puyallup River which flows through the town of Puyallup and enters Puget Sound at Tacoma produced the most fish last season. Next best river was the Skagit at Mount Vernon. Other top producers were the Green near Seattle, the Cowlitz in the Longview-Kelso area and the Skykomish and Snoqualmie near Everett.

Rather than drive over winter roads and icy mountain passes, many fishermen prefer to travel by train to Western Washington. Some bring their families along for a mid-winter vacation. In such cases, the anglers usually make one of Seattle's comfortable hotels their base of opera-

Three

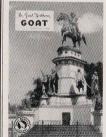


The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

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

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

#### The Goat's Cover



I hope I shall always possess firmness and virtue enough to maintain what I consider the most enviable of all titles, the character of an "honest man". George

> Washington Monument, Richmond, Virginia.

Washington

A. Devaney, Inc., New York, Photo.

Four

#### Your Railroads

While George Washington was still President of the United States, back in 1795, folks who lived near Beacon Hill in Boston saw an unusual sight and wondered what the odd looking contraption was and what it was for.

Some called it a rail-way that would make it much easier for the horses to haul materials and products to and from the lime kilns up on the hill.

That wooden, horse-drawn railway was the remote ancestor of the mighty "iron horse" that was to play such a powerful part in finishing the job that Washington so ably started—the job of welding thirteen separate colonies into an independent, unified nation, stretching from coast to coast.

Many factors have contributed to the tremendous growth of America in the two hundred and twenty-one years since Washington was born. Rich natural resources, and the freedom, inventiveness and enterprise of the people are basic to the American success story. Together they have created the tremendous agricultural production and industrial capacity on which our standard of living is based.

Essential to this combination is our continent wide, mass transportation system, whose backbone is the nation's railroads. For it was the railroads that bound together every corner of our far-flung country, making it possible for every section to exchange freely the materials and products needed for the full flowering of industry and agriculture.

Today the railroads still carry the vast bulk of America's commerce, as they produce more intercity freight transportation service than all other forms of transportation combined.

Without the basic, high volume, (Concluded on page 6)

THE STREAMLINED EMPIRE BUILDER

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Assistant director Kihlman and director DeBruler (left to right) brief a class of beginners.

#### Seattle Post-Intelligencer Free Ski School

Beginning December 30 and continuing for seven Saturdays after January 9, the popular Washington State winter sports center at Snoqualmie Pass Summit is the scene of a free ski school for junior and senior high school students of Seattle and the surrounding area.

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The school is co-sponsored annually by the Seattle Post-Intelligencer, the Seattle Council of Parents and Teachers and other PTA groups.

Approximately 900 students from some 45 junior and senior high schools, public, private and parochial, attend the classes each Saturday. The only cost is a nominal fare for transportation to and from the area.

The school is divided into beginners, intermediate, advanced and racing classes. Named for Emil Allais, the Allais System of Instruction is used which teaches parallel skiing from the very beginning. The conventional Arlberg System, makes use of the "snowplow" position of the skis as a first step and eventually progresses into the parallel method.

The Post-Intelligencer Ski School is headed by Director Stan DeBruler and his assistant, Hal Kihlman. On the faculty are such men as Gene Brady, former University of Washington team captain, and many other capable and experienced instructors.

Five

#### Dome Cars for GN

Order for construction of 22 dome cars for Great Northern Railway's streamlined Empire Builder has been awarded to the Budd Company of Philadelphia.

Delivery date for the new cars, to cost about five and a half million dollars, is scheduled for the beginning of vacation travel in June 1955.

Four of the dome cars will go into each of the five Empire Builder trains, which provide daily service, in both directions, between Chicago and Seattle-Portland. Domes atop three of the cars in each train will be for coach passengers. The lower level of the dome coaches will seat 44 persons and the upper level will have 24 seats.

A full length dome car will be placed in service on each train of the Empire Builder fleet for use by Pullman passengers. The glass-enclosed upper level of this car will accommodate 77 persons in chair and lounge seats. A lounging section seating 34 will be on the lower level of the full length dome cars.

Two units of the 22-car order will be used as extras.

#### Benson Lauds Rails

Secretary of Agriculture Ezra T. Benson has commended the American railroads for their voluntary cooperation and assistance in providing reduced rates for the movement of feed grains and hay in the drought emergency relief program.

#### Ford Men Travel GN

A party of 17 Ford Motor Company representatives recently traveled round trip between Fargo, North Dakota, and Minneapolis, Minnesota, aboard Great Northern trains 10 and 11, the Dakotan.

#### Seacoronet

A new vessel has been added to the Alaska cargo fleet by the Alaska Steamship Company with the purchase of the 7,100 gross ton Seacoronet.

The Liberty-type Seacoronet increases to 10 the number of Alaska Steamship Company owned vessels employed in the Alaska trade and raises to 56,000 the gross tonnage of the line's privately-owned fleet.

#### STEELHEADING—concluded

tions. From that city, Great Northern lines fan out in every direction to the steelhead rivers, many of which are less than an hour away.

While dad and brother fish, mom and sis can find plenty to keep them occupied in Seattle. The city is famous for its modern stores and shops. There are visitor attractions galore including an exotic waterfront, the huge Government Locks and Ship Canal, Lake Washington Floating Bridge, Woodland Park Zoo, Fishermen's Terminal, museums, and 45 parks and 10 golf courses open the year around. In the evening after fishing, the entire family can enjoy the theatre, concerts, distinctive restaurants or dancing in the famous cloud rooms

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#### YOUR RAILROADS—concluded

low-cost job of transportation done by the railroads, you could not live as well as you do, and America could not produce what it needs, either for commerce or defense.

It is important to all of us that these essential railroads be able to continue the kind of steady improvement that last year enabled them to achieve an all-time record for safety and efficiency. The railroads will continue to improve every part of their plant and equipment, right up to the limit of available money and materials.

Six



The Railway Express Agency provides swift, sure service to some 23,000 communities in the United States,
Alaska, Canada, Cuba and Hawaii.

In oval. William F. Harnden, the first expressman.

#### Railway Express Agency Anniversary

March 4, 1954 marks the 115th Anniversary of the founding of the express industry, while a few days earlier, on the first day of the same month, the Railway Express Agency and the American Railroads celebrate the completion of the first 25 years of ownership of the express business by the railroads. Simultaneously they begin a new contract for 20 years more extending through December 31, 1973.

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Express service as we know it today, was the idea of a young man, William F. Harnden, who was the first conductor on the first passenger railroad in New England.

Frail of health, Harnden found his railroad work too arduous, and looked

around for something else to do. For many years, stagecoach drivers and later his contemporary railroad conductors, carried packages, valuables and papers for friends or strangers. Deciding he could render such service on a regular schedule, in 1839 he advertised in a Boston newspaper announcing that he had made arrangements to run a "car" through from Boston to New York and vice versa four times a week, and that for a modest fee, he would take care of packages, bundles, etc., and see them safely delivered. At first his "car" consisted of a carpet bag which accommodated his entire traffic, but before long became a reality

(Concluded on page 8)

Seven

#### GN Passenger Train Schedule Changes

The Morning Internationals, Great Northern streamlined trains 355 and 356, between Vancouver, British Columbia, and Seattle, Washington, now operate on revised schedules providing later departures and faster running time. The later departure from Seattle of train 356 permits passengers on the Westbound Empire Builder, train No 1, to go through to Seattle for a more convenient transfer for destinations North of Seattle.

Local train 358 also operates on a new schedule providing later departure at all stations Seattle to Blaine, Washington, thence on former schedule from White Rock, British Columbia, to Vancouver.

#### NORTHBOUND

	Land of the state	No. 356	No. 358
	Seattle	8:10AM	8:15AM
	Everett		9:30AM
	Mount Vernon	9:40AM	10:43AM
	Bellingham	10:19AM	
	Blaine	10:44AM	
	White Rock	10:56AM	
	New Westminster	11:30AM	
Ar	Vancouver	11:55AM	

#### SOUTHBOUND

Lv Vancouver	No. 355
	8:25AM
Lv New Westminster	8:45AM
Lv White Rock	9:17AM
Lv Blaine	9:34AM
Lv Bellingham	10:02AM
Lv Mount Vernon	10:43AM
Lv Everett	11:23AM
Ar Seattle	12:15PM

Minor adjustments have also been made in the schedules of GN trains 2, 3, 4 and 5 between Seattle and Wenatchee, Washington, as follows:

Train 2, the Eastbound Empire Builder, now leaves Everett at 3:51 PM. Train 3, the Westbound Western Star, leaves Skykomish at 3:00 AM. Train 4, the Eastbound Western Star, now leaves Everett at 11:43 PM, leaves Skykomish at 1:07 AM, arrives Wenatchee at 3:20 AM. Train 5, the Westbound Cascadian, leaves Monroe at 4:08 PM.

Eight

#### Puget Sound SS Service

For the period January 17 through April 24, 1954, daytime Canadian Pacific British Columbia Coast Steamship service between Vancouver and Victoria, British Columbia, operates on the following schedule.

8:15 A M Lv Vancouver Ar 7:00 P M 1:15 P M Ar Victoria Lv 2:00 P M

#### ANNIVERSARY—concluded

and a boxlike affair on wheels was coupled behind the locomotive where express cars still are placed in passenger trains.

Harnden's success naturally attracted competition, and it was not long before Alvin Adams, Henry Wells, William Fargo and others became prominent in the fledgling express business. Eventually most of the smaller express companies were merged into a few large ones.

During World War I, the seven remaining large express companies were consolidated into one organization, the American Railway Express Company. It remained as one company after the war, and in 1929, when the railroads bought the express business, the name was changed to Railway Express Agency, Incorporated.

Today, Railway Express Agency operations via rail, air, highway and water are centered in over 15,000 offices serving some 23,000 communities in the continental United States, Alaska, Hawaii, Canada and Cuba. Approximately 58,000 people are directly involved in providing express service. About 45,000 are express employes, while another 1,200 serve as exclusive express agents, and 12,250 are joint railroad and express agents. Countless other railroad people participate in providing and scheduling intercity rail transportation for express.

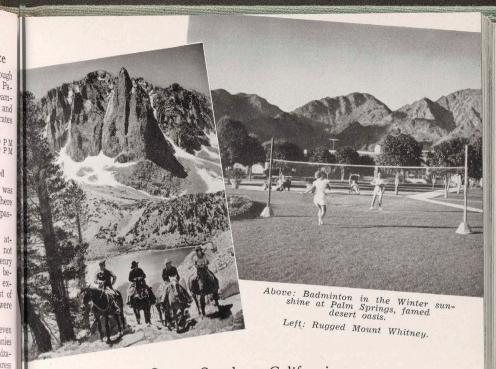
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#### Sunny Southern California

From Emigrant Pass, you go to Stovepipe Wells, and a few miles beyond is Old Harmony Borax Works. From the Devil's Golf Course, you reach Badwater, the lowest point in the Western Hemisphere, and near Owlshead Mountain is the Old Confidence Mill.

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You are in fabulous Death Valley, a region rich in history and wild geologic outcroppings unmatched anywhere in the world, and one of the finest Winter vacation areas in North America.

From Badwater, 280 feet below sea level, visitors can see Mount Whitney, 14,496 feet high, the loftiest point in the continental United States. Visible from any point in the valley is one of the most spectacular arrays of color in the nation, ever changing as the sun passes over.

Death Valley, once was a great inland lake, a remnant of the last ice Naked, forbidding mountains rise more than two miles above the desert floor-The Panamints, rich with gold and silver, on the West; the Grapevine, Funeral and Black Mountains on the East, and Owlshead Mountain to the South. Striped and splashed with brilliant colors, these mountain walls change hues constantly. The floor of the valley, with its yellow sand, chalky borax and white salt, adds color of its own.

Early immigrants and prospectors found Death Valley treacherous, and many lost their lives seeking a shortcut to the South. In fact, the valley was named by an immigrant train that wandered off the Salt Lake City-Los Angeles Trail in 1849.

(Concluded on page 10)

Nine



Bates Johnson



Savage



Graff



Webber

#### GN Freight Traffic Department Changes

Retirement of D. C. Bates as general agent at Billings, Montana, effective January 31, and appointment of Herbert E. Johnson of Buffalo, New York, to succeed him, is announced by Great Northern Railway.

As general agent, Bates has headed the traffic office in Billings since 1950. Johnson, general agent at Buffalo, has directed that office since 1951.

Bates began his Great Northern career in 1905 as an operator and later was a station agent. He became assistant cashier at St. Cloud, Minnesota, in 1915, transferring the next year to Lewistown, Montana, as traveling freight and passenger agent, where he remained until moving to Billings in 1930.

Great Northern service for Johnson dates to 1941 and a clerkship in

the Chicago freight traffic office. He was appointed chief clerk in the railway's St. Louis office in 1945, and city freight agent there in 1946. Two years later he became traveling freight agent in Chicago, remaining there until going to Buffalo about three years ago.

Succeeding Johnson as Buffalo general agent is N. A. Savage of Chicago. Savage joined the railway's freight traffic department in St. Paul in 1923. He was chief clerk in GN's Milwaukee office and rate and tracing clerk in Chicago prior to a 1945 appointment as city freight agent in Chicago.

H. L. Graff, city freight agent at Chicago since 1951, succeeds Savage as traveling freight agent there, and J. W. Webber, rate clerk in Chicago becomes city freight agent.

#### SOUTHERN CALIFORNIA—concluded

But in the years that followed, millions of dollars worth of gold, silver and borax was mined in the valley and the ruins and ghost towns of those gusty, lusty days still are visible.

Today there are fine Winter resort centers in the area, most famous of which is Furnace Creek Inn, in the center of a fine oasis, where early day borax miners raised alfalfa for their 20-mile teams.

Southern California is a land of

contrast no matter what the season. By way of illustration is Sierra Madre at the foot of Mount Wilson, where the world's largest Wistaria Vine spreads a lavender canopy over an entire acre. Planted 60 years ago from a tin can, the vine is the setting in March for the mountain city's annual Wistaria Festival. Music, flower and art exhibits, and entertainment are part of the Festival, but the main attraction is the giant vine which already has engulfed one house and is reaching for another.

Ten

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

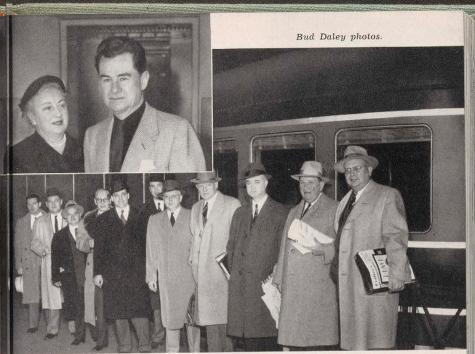
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Kaiser



Scattle bound Willys Motors, Incorporated, representatives leave Chicago aboard Great Northern's streamlined Empire Builder. Inset: Mr. and Mrs. Lowell Thomas.

#### Willys Motors Group Travels GN

A group of twenty-one Willys Motors, Incorporated, key sales promotion, public relations and advertising department personnel from the company's headquarters in Toledo, Ohio, recently traveled aboard Great Northern's streamlined Empire Builder from Chicago to Seattle, Washington. Roy Abernathy, vice president and general sales manager, was in charge of the group.

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Purpose of the journey was to give Kaiser and Willys dealers and distributors in the area West of the Rocky Mountains a preview of the company's 1954 automobile models. The display and meeting was held in Seattle's Metropolitan Theatre.

Lowell Thomas, well known newscaster, and Mrs. Thomas, accompanied the group. Mr. Thomas' fiveday-a-week newscasts over CBS radio are sponsored by Kaiser-Willys. Arrangements were made to maintain the broadcasts en route.

Six special baggage cars were required to transport the new automobiles, stage sets and display material between Chicago and Seattle.

The seventh annual Canadian International Trade Fair will be held in Toronto, Ontario, May 31 through June 11, 1954.

Eleven



# Industrial P



The rolling mill compresses heavy aluminum sheet to a lesser, more workable gauge, by sheer pressure.



Huge coils of rolled aluminum are stockpiled for future use.



Giant presses are used to stamp out heavy register grilles.



Small machines used to form the "beading" on adjustable galvanized elbows.



Smaller presses are used to form interlocking duct sections.

VAREAS

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## Progress

### GREAT NORTHERN

char-Gale Manufacturing Company, one of transcale manufacturers of prefabricated metal products and other equipment used in grand air-conditioning industries, recently moved its unters and entire production facilities to a location e. Northern Railway, near Anoka, Minnesota, about effrom the Twin Cities.

r Gale was organized in Minneapolis, Minnesota, in

(Continued on page 14)



rci Sitzman, efficient sightless 10,2, rolls galvanized collars.

the



Strips of aluminum emerge as perfectly formed tubes.



Photos by Riehle Studios.

midern 200,000 square foot building on Great Northern Railway trackage near Anoka, Minnesota, new home of the Char-Gale Manufacturing Company.

#### Transportation Institute

The American University, Washington, D. C., will conduct for the eighth time its Rail Transportation Institute, March 2 through 24, 1954.

The Institute, under the direction of Professor L. M. Homberger, is designed for junior transportation executives from all over the country. It will meet six hours daily for four weeks and will present the coordination of the work of the various railroad departments with the overall problems of the industry.

Twenty-seven seminars have been scheduled dealing with current problems facing the railroad industry. In addition, five seminar sessions will be devoted to new technical developments in rail transportation and five more sessions to current problems in other modes of transportation. Three special dinner meetings will complete the intensive work of the Institute.

The American University conducts this, and three other transportation institutes annually as supplements to the university undergraduate and graduate, transportation and traffic management curriculum.

Information about and reservations for the Institute can be obtained by contacting Dr. L. M. Homberger, The American University, 1901 F Street NW, Washington 6, D. C.

#### CHAR-GALE—continued

1935, at a time when the heating business was undergoing a radical change with adoption of automatic forced air heating systems, and when air-conditioning as an industry was just beginning to gain momentum.

When the company was formed it planned to specialize in the production of heating and air-conditioning equipment—registers, grilles, prefabricated pipes, ducts and fittings on efficient, high production mach-

inery. Since that time, the range of products has been expanded to include furnace fittings, humidifiers, rain gutters, conductor pipes, sheets and coils. The entire line is sold in every state of the Union through Char-Gale branch sales warehouses located in most principal cities.

Production began in a modest way in a three-story factory in the industrial area of South Minneapolis. The high quality Char-Gale products gained almost immediate acceptance by the building industry and by the general public, and growth was rapid.

In 1941, the company placed its facilities at the disposal of the government for production of war materiel. The old Pan Motor Company buildings at St. Cloud, Minnesota, were purchased and converted to production of C-46 aircraft fuselage assemblies and other important restricted items. The St. Cloud plant employed between two and three thousand workers until the end of the war when it was sold and company efforts again were directed to the manufacture of civilian products.

Less than three months after the end of World War II, Char-Gale moved into a new, two-block-long, one-story building, tailor-made for greater and more efficient mass production. Within 18 months, another building of like size was erected in the adjacent area.

Early in 1953, the space problem again became acute and it was felt that operations would become even more efficient if they were all consolidated under one roof. The property near Anoka was purchased and in near record time, an ultra modern one-story structure covering some 200,000 square feet was completed. This was only a part of the construction program, and as soon as the original building had been complet-

(Concluded on page 16)

Fourteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

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AVEL

It was a cold November day and the football stadium was jammed. High up in the stands, an alumnus, more than slightly inebriated, kept standing up and calling, "Hey, Gus," and each time a man down in the third row would ceremoniously stand up and doff his hat.

After many calls of "Hey, Gus," the gentleman in the third row shouted in a thick voice, "Now quit yelling at me! I'm tired of standing up, and besides my name ain't Gus."

#### Absent Minded

The judge, quizzing the defendant, asked, "You mean to say that you threw your wife out of the second story window through forgetfulness?"

"Yes, sir," was the quick retort of the defendant. "We used to live on the ground floor and I plumb forgot we moved."

#### Frugality

One young man was chiding another about his extravagance.

"You know," he said, "you're a spendthrift, or lazy or something. Every time you have something to say to your girl, you telephone her. Why don't you write her a letter? It must be costing you a lot, telephoning that distance so often."

"Yes, it does," was the reply, "but she can't tie telephone calls with a blue ribbon and put them away in a drawer."

#### On Second Thought

A woman called up for jury duty refused to serve because she didn't believe in capital punishment.

Trying to persuade her, the judge explained: "This is merely a case where a wife is suing her husband because she gave him \$1,000 to pay down on a fur coat and he lost the money in a poker game."

"I'll serve," she said. "I could be wrong about capital punishment."

#### Dog-Gone!

Worn, haggard, the half-frozen trapper staggered into the blizzard-enveloped trading post and said to the proprietor, "Grub! Anything!"

"Pete!" exclaimed the other. "What happened out there in the wilds?"

"My sled dogs kept dyin' along the trail till only the leader was left," Pete explained weakly. "That big brute kept eyein' me hungry-like—and I kept eyein' him the same way."

"And?" prompted the proprietor.
"Well," Pete answered grimly, "he didn't have no gun."

#### Whatsamatter Maw!

The mountaineer, his wife, and six year old son made one of their rare visits to town. Stopping at the local tavern the mountaineers ordered "two whiskeys."

"What's the matter Paw," the youngster said, "ain't Maw drinkin'?"

Fifteen

#### Election



Paulsen

Clayton F. Paulsen, office manager, Bethle hem Steel Company, was named president of the Transportation Club of Saint Paul, Minnesota, at the organization's recent 33rd annual election.

Other newly-elected officers are L. A. Savoie, FTM, National Carloading Corporation, vice president, and L. R. Garaghty, TM, Minnesota Farm Bureau Service Company, second vice president.

Directors elected for two-year terms are W. H. Erhke, TM, Seeger Refrigerator Company; J. J. Flynn, representative, Schumacher Motor Express, and F. J. Ivory, TM, Rayette, Incorporated.

#### GN Freight Meeting

Great Northern Railway freight traffic representatives in various Montana communities and territories gathered in Billings, January 28, for a one-day staff meeting, held at the Northern Hotel.

J. J. Heimes of Great Falls, assistant general freight and passenger agent, with supervision over Montana traffic activities, and Frank J. Conrad of Saint Paul, assistant general freight traffic manager, were in charge of the conference.

#### GN Travel Agent

Great Northern Railway's newly appointed passenger traffic representative for Victoria, British Columbia, and the surrounding area, is Mr. George Pethard. The Victoria address is 855 Douglas Street, and the telephone number, Beacon 2822.

#### CHAR-GALE—concluded

ed, work on a 100,000 square foot addition was started. When this is completed, Char-Gale will occupy a total area of approximately seven acres of floor space on one level and under one roof.

As modern as the building itself, is the machinery and equipment within. Huge punch presses, brakes, shears and other machines are so positioned that work flows smoothly from one operation to another-from where raw materials are unloaded from Great Northern's spur track, through the cutting, stamping, forming, assembling, finishing and packaging processes, to the far end of the building where extensive warehouse facilities make it possible to maintain stocks in sufficient quantity to permit almost immediate shipment upon order.

An unusual feature of the operation is a rolling mill, said to be the only one of its kind between Chicago and the West Coast, whereby heavy aluminum sheet is reduced in thickness to a lesser gauge, effecting considerable savings.

Several handicapped workers are employed by Char-Gale, and their efficiency equals and often exceeds that of other employes. Richard Sitzman, who is completely blind, regularly operates any of several machines, some of which are complex, as efficiently and safely as any other worker.

Charles L. Johnston, president, heads the Char-Gale Manufacturing Company. Other officers are Leslie C. Johnston, vice president; Donald E. Johnston, purchasing agent, Duane R. Johnston, sales control; G. E. Larkin, treasurer; H. F. Schultz, assistant treasurer; N. J. Dovolis, sales manager; Jesse Bratsch, superintendent, and Joseph LaTuff, traffic manager.

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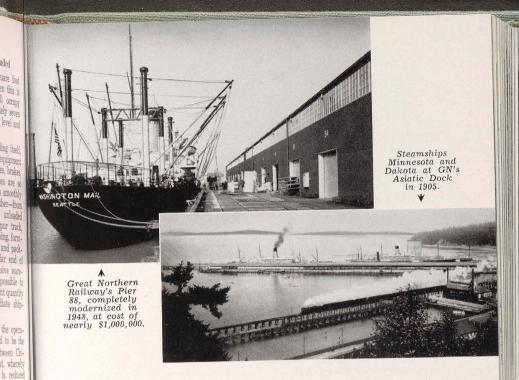
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#### Third International Trade Fair

Some 15,000 American buyers have been invited to attend Washington State's Third International Trade Fair scheduled to be held in Seattle's Civic Auditorium February 11 through 24. More than 30 countries of Asia and the Pacific Rim are expected to participate.

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The Third International Trade Fair is the result of two previous successful fairs staged in Seattle. In 1951 a Japan Trade Fair which attracted a public attendance of 30,000 and brought buyers from throughout North America, resulted in over \$16,000,000 of business.

Organization of the second fair in September of 1952 was changed to include not only Japan, but Hong Kong, Formosa, Korea, Indonesia, India, Burma, Thialand, and other nations and territories. The number of buyers attending tripled, coming from all over the United States, Canada, South America and Europe.

The 1954 fair has been expanded to embrace all free countries of Asia and the Pacific Rim from India across the Pacific past Indonesia, Pago Pago, and over to countries of the Western Coast of South America. Handicraft, artwares, gifts, ceramics, dolls and toys will be exhibited and marketed.

First direct passenger and freight service between the Port of Seattle and the Orient was the result of (Concluded on page 18)

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN









Renbarger

Dillon

Thompson

Bancroft

#### Alaska Line Appointments

Five Alaska Steamship Company traffic department promotions have been announced by W. J. Manahan, the company's general traffic manager.

Two assistant general traffic managers have been named: D. R. Renbarger from general freight agent and J. Dillon from special assistant to the general traffic manager. W.B. Thompson, traffic representative, has

been advanced to general freight agent, R. E. Bancroft, assistant to chief clerk, freight traffic, to assistant general freight agent, and H. M. Griffiths, freight booking clerk, to chief clerk, freight traffic.

The promotions resulted from the retirement January 1, of H. N. Peterson and J. D. Nelson, general and assistant general traffic managers, respectively, of The Alaska Line.

#### TRADE FAIR—concluded

negotiations between the Japanese Nippon Yusen Kaisha (NYK Line) and James J. Hill, founder and builder of Great Northern Railway.

Early in 1896, Captain James Griffiths of Port Townsend, Washington, conceived the idea of a connection between Great Northern Railway and NYK. When Mr. Hill was in Seattle on one of his frequent visits, Captain Griffiths submitted his plans. Mr. Hill was interested and delegated Griffiths to visit Japan and open negotiations. In July of 1896 the final agreement was signed in Saint Paul, Minnesota, the articles providing for the first regular steamship service between Seattle and Japan. On August 31, 1896 the Milke Maru

arrived in Seattle harbor, marking the city's entry into the great field of Oriental trade.

Prominent in Seattle's colorful shipping history is Great Northern Railway's huge Asiatic Dock, Pier 88, at Smith's Cove. Completed in 1901, it was occupied by NYK until 1941, and during World War II by the Army and the Navy.

Completely remodeled in 1948 at a cost of approximately \$1,000,000, Pier 88 is one of the most modern deep sea terminals on the Pacific Coast, and is capable of berthing three large liners simultaneously. It is presently occupied by the American Mail Line.

Eighteen

THE STREAMLINED WESTERN STAR

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YOUR

#### GN Retirement

A 52-year career with Great Northern Railway ended on January 31 with retirement of Nicholas Stockhammer, assistant secretary and assistant treasurer. He has been in charge of the railway's financial office in New York City since 1938.

His successor in charge of the office is Richard M. O'Kelly, assistant secretary and assistant treasurer there since 1952.

F. L. Paetzold, Great Northern secretary and treasurer with headquarters in St. Paul, Minnesota, also announces appointment of E. V. Fink, transfer agent, as assistant treasurer and transfer agent in New York.

Bancroft

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All of Mr. Stockhammer's service has been in the New York office. He started in 1901 as clerk, became transfer agent in 1919, assistant secretary and transfer agent in 1928, and in 1938 assumed the position he occupied at the time of his retirement.

Mr. O'Kelly's service in the New York financial office dates to 1930 when he began as clerk.

#### Railroad Hour

Programs scheduled during February and March in the Railroad Hour series include "Martha", with Gladys Swarthout, February 22; "The Great Waltz" with Dorothy Kirsten, March 1, and "The Red Mill", with Eileen Farrell, March 8.

The Railroad Hour, most popular program of its type, is sponsored by the Association of American Railroads and is heard nationwide every Monday evening over NBC radio.

Permanent leading man and master of ceremonies baritone Gordon MacRae shares top billing with feminine co-stars prominent in radio, the concert stage, opera and musical comedy.



Traditionally in March millions of citizens in every part of the land open their hearts and their purses to support the humanitarian services of the American Red Cross. This organization is a great fellowship of good will in which all citizens are welcome. When we join the Red Cross we identify ourselves with each act of mercy this great organization performs anywhere in the world, as surely as if we personally extended a helping hand.

As Red Cross members we are there when the shattered lives and homes of disaster victims are rebuilt; when blood saves a life; when emergency help is given to servicemen, veterans, or their families; when a drowning child is rescued and revived; when the warm sympathy of a chapter volunteer brightens a hospital patient's lonely hours; when a forlorn youngster hugs a Junior Red Cross gift box to his chest.

Our time, energy, and money make Red Cross services possible. Answer the call in March—Join and Serve!

Nineteen



Passenger Association Elections

J. H. Linstad, CB&Q, was named president of the Saint Paul Passenger Association for 1954, at the organization's annual meeting held January 13. Other officers elected include L. V. Caverly, C&NW, vice president; R. L. Battleson, Soo, treasurer, and W. C. Hutson, Union Depot, secretary. Directors are E. P. Bruers, Union Depot; C. M. Cornelius, GN; E. J. Trettel, NP; Albert Hoh, CB&Q; C. E. Birdsell, CB&Q, and W. A. Kelch, C&EI.

Officers elected at the recent annual meeting of the Boston Passenger Club are Clarence A. Whitehead, CP, president; Ralph K. Mulford, Jr., EAL, vice president, and S. C. Rablin, SP, secretary-treasurer.

Newly elected officers of the Passenger Club of Saint Louis are Mike Hayes, SP, president; Ralph Fischer, CB&Q, first vice president; Ed Helmsing, Gulf Transport, second vice president; Ed Becker, L&N, third vice president, Elmer Toensing, MP, secretary, and Bob Neier, MP, treasurer.

The following recently-elected officers will take over direction of the New York City Association of Passenger and Ticket Agents on March 1. Robert L. Tiedgens, NP, president; Charles E. Malik, B&O, first vice president; Charles J. Andrews, NYC, second vice president; Andrew A. De Soiza, SF, secretary, and Richard C. Mack, PRR, treasurer.

At the 32nd annual meeting of the General Eastern Passenger Agents Association of New York, the following were elected officers for 1954. M. R. Kielgas, C&NW, president; W. F. Vitt, MP, vice president; T. J. Glancy, CRI&P, treasurer; J. H. Dimke, Erie, secretary, and C. C. Burns, CMStP&P, assistant secretary.

Recently installed officers of the Cleveland Passenger Club are George E. Reid, East Ohio Gas Company, president; Gene Henderson, CMStP&P, vice president; Phil Harris, TWA, secretary; E. A. Seavert, Federal Reserve Bank of Cleveland, treasurer. Members of the Board of Governors are Charles R. Mathews, Jr., TWA; Arnold Crane, Cleveland News; George W. Dysert, East Cleveland Ticket Office; John Matic, NYC; Carl Peterson, Redifer Bus System; A. L. Sewell, SR, and W. R. Wingate, Georgian Bay Line.

Earl H. Eckhoff of Los Angeles, UP, was elected president of the Southern California Passenger Association for the year 1954. C. W. Berghofer, CB&Q, was named first vice president; Ray Fansett, SP, second vice president, and W. R. Keeley, Frisco, secretary-treasurer. Emmett Brady, GN, was elected chairman of the organization's Board of Governors. Other members of the board include Harold Weeks, CN; C. F. Hallsman, UP; T. W. Brockmiller, SP, and C. O. Huff, CRI&P.

Twenty

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Fargo

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#### Fargo-Moorhead Sleeping Car Service

Pullman standard sleeping car service between St. Paul-Minneapolis and Moorhead-Fargo is provided by Northern Pacific Railway on its trains 3 and 4 during the period February 1 through May 31, 1954.

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 Pullman standard sleeping car between St. Paul-Minneapolis and Grand Forks on its trains 29 and 10.

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

#### Fellowship Program in 1954

Three fellowships, each valued at \$1,000, will be awarded by the Federation for Railway Progress in its second annual scholarship program for selected employes of Class I American railroads. The fellowships will enable employes, one from each of the three railroad districts, Eastern, Southern, and Western, to pursue a year of study at an accredited university. Purpose is to stimulate interest in the importance of college training for railway employes.

To be eligible, an employe must be under 35 years of age and have had two years experience with a railroad. Endorsement of the railroad company president is required.

(Concluded on page 22)

#### Liberty's Lantern



Historic Old North Church and statue of Paul Revere, Boston, Massachusetts. A. Devaney, photo by Warren Brant.

Here is the church of the stalwart people, And here the old stair that leads to the steeple

Whence long ago, in as fateful an hour
As now, a lantern flashed from the
tower—

And the light that flamed in that belfry's spire

Set free hearts everywhere on fire!

And still, through the night of force and

The ghostly rider's cry rings clear; And the drumming hooves of his ghostly horse

Strike sparks from the night of fear and force;

And still from that steeple, calm and bright,

The lantern burns like a beacon's light . . .

Ride, horseman, ride with our hopes again!

Blaze, freedom, blaze in the hearts of men!

by Joseph Auslander

Reprinted from THIS WEEK Magazine. Copyright 1953 by United Newspapers Magazine Corporation.

Twenty-one

#### Camp Fire Girls' Week



Forty-Fourth anniversary of the founding of the Camp Fire Girls organization.

More than 370,000 Camp Fire Girls, their families and some three million "alumnae" throughout the nation will join in the observance of the organization's 44th birthday during the week March 14 through 20.

Theme of the 1954 observance is "Let's Be Different Together", and should be far-reaching in its implications, for participation in the project will enable Camp Fire Girls to learn about people in other countries—what they eat, how they dress, their way of life.

In experiencing the customs and cultures of other lands, they will gain a greater appreciation of the fact that each nation's way of life is not strange, but rather the logical answer to its basic physical needs.

In discovering how people throughout the world satisfy their need for food, clothing, shelter and the "human plus"—the little extras that make life worth living—Camp Fire Girls will learn how the world's differences, like its similarities, can be pooled to achieve a fuller, more interesting and peaceful way of life.

Twenty-two

#### GN Diesel Power

The steam locomotive is a thing of the past on Great Northern Railway's four Westernmost divisions.

Except for the 74-mile electrified zone in Washington's Cascade Range, diesel-electrics now are handling all trains and switching on the Cascade, Klamath, Spokane and Kalispell divisions.

The completely dieselized divisions have 2,300 miles of the railway's 8,300-mile system. They include all lines in Washington, Oregon, California, Idaho and British Columbia, and in Montana, extend Eastward along the transcontinental line to Havre.

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Both diesel-electric and steam locomotives continue in use on the five Eastern divisions. On these, diesels handle all passenger trains and the bulk of the freight trains and switching.

Great Northern has 546 dieselelectric units and 340 steam locomotives. Thirty-seven more diesel units will be delivered during 1954.

#### Aboard the Empire Builder

Mrs. Dwight W. Morrow, widow of the late ambassador to Mexico, and mother-in-law of Colonel Charles A. Lindberg, recently traveled on Great Northern Railway's streamlined Empire Builder round trip between Chicago and Portland, Oregon.

#### FELLOWSHIPS—concluded

Application deadline is May 3, 1954, and the winners will be announced at the end of May.

Laurence L. Moore, Great Northern Railway city freight agent in Portland, Oregon, now studying at the University of California, was Western district winner in 1953.

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

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

reported deceased during January, 1954, are: August Alstrom, traveling passenger agent, Spokane, Wash.; Jules Beaudoin, brakeman, Havre, Mont.; Arnold R. Bartell, conductor, Alexandria, Minn.; James Buchanan, lineman, Leavenworth, Wash.; Felix D. Crossen, dispatcher, Grand Forks, N. D.; Christen W. Carlsen, chief of division section, St. Paul, Minn.; Michael E. Dowd, engineer, Superior, Wis.; William D. Geddes, conductor, Riverside, Cal.; Tage Holmberg, painter, Venice, Fla.; Emil F. Lux, agent-telegrapher, Foreston, Minn.; Nels Norqual, blacksmith, St. Paul, Minn.; Charles H. Smith, engineer, Spokane, Wash.; Dr. Earl Strain, physician and surgeon, Great Falls, Mont.; Thos. J. Wilson, engineer, Tacoma, Wash.

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Members reported pensioned during January, 1954, are: William H. Bueter, machinist, Hillyard, Wash.; Alfred A. Biebighauser, carman, Waite Park, Minn.; Ira E. Clary, superintendent, Seattle, Wash.; Alex B. Colville, superintendent motive power, Spokane, Wash.; Axel Farnum, freight checker, St. Paul, Minn.; Francis A. Harrington, switchman, Superior, Wis.; John Hansen, car inspector, Williston, N. D.; Isreal J. Jeffrey, switchman, Grand Forks, N. D.; George Kosanke, locomotive engineer, St. Cloud, Minn.; Erick C.

Peterson, signal maintainer, Grand Forks, N. D.; Arthur C. Smith, conductor, Superior, Wis.; John W. Valley, conductor, Kelly Lake, Minn.; Fred E. Wiesner, office engineer. Seattle, Wash.

Gordon A. Richardson, GN general statistician since 1952, has been appointed general auditor for the railway.

Albert M. Rung, Jr., of Los Angeles, and Wallace W. Abbey, of Milwaukee, both formerly with Trains and Travel Magazine, have joined the public relations staff of the Association of Western Railways.

GN's branch line extending from Lavin Spur, Montana, to and including Griffen, Montana, a distance of 8.41 miles, has been abandoned under authority of the Interstate Commerce Commission.

M. J. Welsh, operating department special representative, and a GN employe since 1904, retired January 31. He was formerly superintendent of GN's St. Cloud, Minot and Willmar divisions, and from 1947 to 1949 was general manager of lines East.

Twenty-three

### Relax

Between Chicago Seattle-Portland



Particular People Prefer the

> EMPIRE BUILDER



The Great Morthern

GOAT

MARCH 1954

and







Piper Laurie and Victor Mature in a scene on the shore of St. Mary Lake.



Vincent Price, Victor Mature, Piper Laurie and William Bendix are featured in RKO's 3-D "Dangerous Mission".



Vincent Price and Betta St. John at Glacier Park's Trick Falls.

RKO Radio Picture, Inc. photos.



Vincent Price and Betta St. John in a scene from "Dangerous Mission".



Victor Mature and Piper Lauri view Glacier's spectacular mountain scenery.

RKO

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#### RKO Picture of the Year is Filmed in Glacier Park

Filmed during the height of the 1953 summer vacation season in Glacier National Park in the Montana Rockies, on Great Northern Railway's main line, "Dangerous Mission", RKO's top-budgeted picture of the year, was recently released for showing throughout the country.

Richly photographed in Technicolor amid the breathtaking grandeur of America's third largest and most spectacularly scenic national park utilizing the wide-screen 3-D process, "Dangerous Mission" claims to be the first big scale Hollywood production to actually tell the story of a National Park Service Ranger. Film stars include Victor Mature, Piper Laurie, William Bendix, Vincent Price and Bella St. John. Irwin Allen is the producer and Louis King is director.

Mature is cast as the assistant to an Eastern District Attorney sent to Glacier Park to seek out Piper Laurie, former night club girl, who is working at one of the park hotels, and who witnessed a murder by a New York gangster. Bendix plays the part of a park ranger whose business it is to know everything that is going on. Betta St. John is the daughter of an Indian who is mixed up in a killing, and Vincent Price is the under cover finger man for the gangster, at Glacier to get rid of Piper and her possible testimony.

Romance develops between Mature and Piper and reckless infatuation between Price and the Indian girl. With opposed motives and crossed emotional drives in conflict, the people of the story work out a plot packed with drama and thrill after thrill.

Most of the action takes place along spectacular Going-to-the-Sun Highway from St. Mary Lake to Logan Pass. Headquarters for the crew and cast, numbering 67, was at Glacier Park Hotel at the park's Eastern rail entrance.

Plans for making this fast-moving story of America's Park Rangers began several years ago. However, filming in the park is feasible only during the summertime. Consequently, when a suitable script was not completed early enough in 1952, rather than do a rush writing job in order to meet a deadline, or substitute a less favorable location, production was postponed until the summer of 1953, when full advantage could be taken of the almost endless panorama of awe-inspiring scenaric beauty in Glacier Park.

The wait was more than worth-while. Glacier is considered to be the most spectacular of all National Parks with its sheer peaks rising out of deep clear lakes, snow-capped mountains descending into 556 miles of shimmering streams, myriads of wildflowers, and the thought-provoking impressiveness and grandeur of tremendous size in an unspoiled and natural setting.

An unexpected advantage was gained by the postponement since the 1,000,000-acre Continental Divide area, containing within itself over 200 jade green lakes, and 60 glittering glaciers is an ideal subject for the three-dimensional color camera. Original production plans had not called for 3-D, but with the improved technique of photographing in this natural medium developed in the interim, RKO's color cameras have added tremendously to the effectiveness of the picture.

Three

## The Great Northern



Vol. 24

March, 1954

No. 3

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



Mary Carlile, of Sumner, Washington, High School, Queen of the 1954 Puyallup Daffodil Festival. Seattle Times . photo. A St. Patrick's Day Blessing

May the blessing of Light be on you, light without and light within.

May the blessed sunlight shine on you and warm your heart till it glows like a great peat fire, so that the stranger may come and warm himself at it, and also a Friend.

And may the light shine out of the two eyes of you, like a candle set in two windows of a house, bidding the wanderer to come in out of the storm.

And may the blessing of the Rain be on you—the soft sweet rain. May it fall upon your spirit so that all the little flowers may spring up, and shed their sweetness on the air. And may the blessing of the Great Rains be on you, may they beat upon your spirit and wash it fair and clean, and leave there many a shining pool where the blue of heaven shines, and sometimes a star.

And may the blessing of the Earth be on you—the great round earth; may you ever have a kindly greeting for them you pass as you're going along the roads. May the earth be soft under you when you rest out upon it, tired at the end of a day, and may it rest easy over you when, at the last, you lay out under it; may it rest so lightly over you, that your soul may be off from under it quickly, and up, and off, and on its way to God.

Cornelia Barnes Rogers

Reprinted from a greeting card "An Irish Blessing" with permission of the publisher, Marion Heath, Sudbury, Massachusetts.

Four

THE STREAMLINED EMPIRE BUILDER

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Left to right: Queen Mary Carlile, and attendants Pat De Witt, Joanne Sheppard, Linda Scheldrup and Janet Bock. Seattle Times photo.

#### Daffodil Time in the Puyallup Valley

"Where salt water breezes mingle with mountain air-there grows the daffodil" might be a description of the valley of the Puyallup in Washington State, where the unforgettable sight of 30,000,000 daffodils in full bloom is the inspiration for the annual Puyallup Daffodil Festival, April 5 through 11.

Merrill photo.

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Surrounding communities of Puyallup, Tacoma, Sumner and Orting join together to salute the arrival of spring, the blooming of the flowers and to toss accolades at the state's big bulb industry.

Here is the greatest single concentration of King Alfred daffodils in the nation, more in one little fertile valley than are grown in all of old country Holland. In the valley approximately 20,000,000 bulbs are produced each year for sale throughout the land, the balance held for mother stock for future crops.

While the first bulb growers were hop and raspberry farmers looking for a new crop to bolster sagging incomes, many of the present bulb men throughout the valley and the rest of the Pacific Northwest are Dutch, or of Dutch extraction, with solid backgrounds in bulb culture. Mild winters, good drainage and freedom from floods are among the region's assets.

(Concluded on page 6)

Five

#### Portland Election



Newly-elected officers and directors of the Portland Passenger Association.

Newly-elected officers of the Portland, Oregon, Passenger Association were installed at a dinner meeting of the group at the Mallory Hotel. Richard K. Reed, manager, Vancouver-Portland Bus Company, is the new president; C. K. Williams, CPA, UP, vice president, and John V. Cook, TF&PA, B&O, secretary-treasurer.

Named as directors were B. E. Waugh and E. R. Kampa, CPA and PR respectively, GN; H. F. Burrows, manager, Union Stage Terminal; W. H. Kramer, DPA, CB&Q, and B. H. Past, TC, NP.

#### Spokane-Trail-Nelson Passenger Service

Rail tickets reading via Great Northern Railway between Spokane, Washington, Trail and South Nelson, British Columbia, and intermediate points served by the Auto Interurban Bus Company, will be honored on buses.

Revised schedules, effective February 3, 1954, are as follows:

9:15 AM Lv Spokane Ar 7:30 PM 2:30 PM Lv Trail Lv 3:15 PM 4:20 PM Ar Nelson Lv 11:40 AM

#### DAFFODIL TIME—concluded

Today bulb growing is big business in the State of Washington, the nation's leader in total production of tulips, iris and daffodils. All are colorful, but the early herald of spring, the daffodil, is still the most welcome and sought, so soon after the melting of winter snows.

From a small garden party in Sumner in 1926, the Puyallup Valley Daffodil Festival has grown to the joint venture of the four cities. A queen, princesses and a court of 16 attendants are selected from outstanding high school girls of the area. This year, the 21st for the early outdoor floral fete, the Festival's ruler is Mary Carlile, 18, of Sumner High School, who will preside over the week's activities.

Colorful coronation ceremonies will be held at the Tacoma Armory, April 6, which is also the scene of a four-day daffodil show. Massed beds of early-blooming tulips, hyacinths and flowering shrubs turn the hall into a living garden.

April 10 is parade day in Tacoma, Puyallup and Sumner, with hundreds of floats, bands, marching units and comic entries requiring more than one million fresh daffodils for decorations. The 1954 Festival theme is "Vacationland".

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Staging of the all-Puget Sound power yacht and sailboat regatta on Tacoma's Commencement Bay, April 11, marks closing of the Festival. Yacht owners from a dozen yacht clubs will decorate their vessels with daffodils and greens and will have their marine parade reviewed by Queen Mary and her court. The marine backdrop is completed with an early spring sailboat race over a three-legged course in sight of downtown Tacoma.

Six

Red River Valley Farm Tour party from Great Northern territory visits Purina Research Farms near St. Louis, Missouri. Grand Forks Herald photo.

#### Midwest Barley Conference

A North Dakota farmer was honored at the Midwest Barley Improvement Conference held in Fargo, February 11 and 12.

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S. K. Lykken of Kindred, on Great Northern's Breckenridge-Larimore line, was feted for his development of Kindred L barley. Lykken began developing the variety in 1935, and today 70 per cent of the barley grown in the area is of this type.

The conference, sponsored by the Midwest Barley Improvement Association of Milwaukee, Wisconsin, and the Malt Research Institute of Madison, Wisconsin, was held in North Dakota for the first time. In

past years, it has been staged in Minneapolis and Chicago.

Prior to the conference a Great Northern Railway Special Red River Valley Farm Tour comprising 45 persons from Eastern North Dakota and Western Minnesota, traveled to La Crosse, Wisconsin, and St. Louis, Missouri, where they visited the Heileman and Anheuser Busch malting and brewing plants, to learn more about the utilization of barley in the malting industry.

The group also inspected the Purina Research Farms near St. Louis where extensive livestock feeding experiments are being conducted.

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

#### SUPPORT FOR A STRONG AMERICA



#### GN Blood Car

Operation of Great Northern Railway's special Blood Procurement car will be resumed April 19.

The car, named for Richard Vincent Whalen of Florence, Minnesota, first Great Northern employe to lose his life in Korea, began service in St. Paul in April 1952. The blood procurement unit, built and operated by Great Northern without cost to the Red Cross, was taken out of service for the winter months in November last year.

The car was operated continuously for 19 months, and during that period collected nearly 24,000 pints of useable blood for the Armed Forces in 60 cities and towns in Minnesota, North and South Dakota, and Western Wisconsin.

The 1954 tour of duty for the Richard Vincent Whalen is expected to include most points visited on earlier schedules in the four states, and will end November 6. Red Cross personnel will man the car.

#### GN Safety Record

Employes of the Great Northern established the best safety record of the nation's major railways in 1953, according to the Safety Section of the Association of American Railroads.

The Great Northern's employe casualty ratio of 3.13 per million man hours worked was the lowest among 16 of the country's largest rail systems—railways working more than 50 million man hours a year.

The report to the ICC lists four employe deaths and 182 reportable injuries as a result of on-the-job accidents on the Great Northern in 1953 as compared with nine fatalities and 299 injuries in the preceding year, when the railway ranked in sixth place.

Employe safety leadership among Great Northern operating divisions was won last year by the Kalispell, with headquarters in Whitefish, Montana, with a casualty rate of 2.12. Second place went to the Minot division, with headquarters in Minot, North Dakota, which had a 1953 casualty rate of 2.18.

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The railway's Dale Street Shops in St. Paul and shops in Great Falls, Montana, shared first place in employe safety in 1953. Neither shop had a reportable death or injury last year. The Dale Street Shops did not have a reportable injury from May 2, 1950 thru December 31, 1953.

Under the Interstate Commerce Commission formula for determining employe casualty rates, a reportable injury is one which keeps arailway employe from performing regular duties for more than three days during the first ten days following an accident.

Wintertime set out sleeping car service operated on GN trains 3 and 4 between Seattle and Wenatchee, Washington, has been discontinued.

Eight



Nobles of Shrine Temples Osman, St. Paul and Zor, Madison, Wisconsin, board GN's Winnipeg Limited at St. Paul, en route to Regina, Saskatchewan. Riehle photo.

#### Midwest Shriners Travel GN

A party of Shriners from Osman Temple, St. Paul, Minnesota, and Zor Temple, Madison, Wisconsin, recently traveled round trip via Great Northern's Winnipeg Limited between St. Paul and Winnipeg, Manitoba, en route to a business session of the Midwest Shrine Association at Regina, Saskatchewan. Charles Lampland of St. Paul, Potentate of Osman Temple, headed the group.

At the Regina meeting, reports were presented from Shriners Hospitals in Midwest Territory, which are the Twin Cities unit in Minneapolis, opened in 1923, and the Winnipeg unit established in 1925.

The 12 Shrine Temples of the Midwest Shrine Association which sup-

port the hospitals are Aad, Duluth, Minnesota; Abu Bekr, Sioux City, Iowa; El Riad, Sioux Falls, South Dakota; El Zagal, Fargo, North Dakota; Kem, Grand Forks, North Dakota; Khartum, Winnipeg, Manitoba; Naja, Deadwood, South Dakota; Osman, St. Paul; Wa-Wa, Regina; Yelduz, Aberdeen, South Dakota; Zor, Madison, and Zuhrah, Minneapolis, Minnesota.

The Shrine and its friends are performing a great humanitarian service for underprivileged crippled children through the two hospitals that serve the Midwest Territory. Needy children under 14 years of age are cared for without any discrimination to race or religion.

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## Oregon Coast 400 MILES OF HISTORIC AND SCENIC GRANDEUR

Nearly 400 miles of matchless scenic beauty, 8,000 square miles of Pacific ocean air-conditioned vacationland with mountains that rise abruptly from the sea, deep river canyons, cool clear streams, sky blue abrupuy irom the sea, deep river canyons, cool clear streams, sky blue lakes and mile after mile of fine sandy beaches—that's the Oregon Coastlakes and fine after fine of fine sandy beaches—that's the Oregon Coast-line. It would be impossible to give a comprehensive word picture of the area in an entire volume. It must be seen to be appreciated.

A brief vacation tour of some of the region's most outstanding attrac-



Sea Lion Caves along the rugged Oregon Coast.

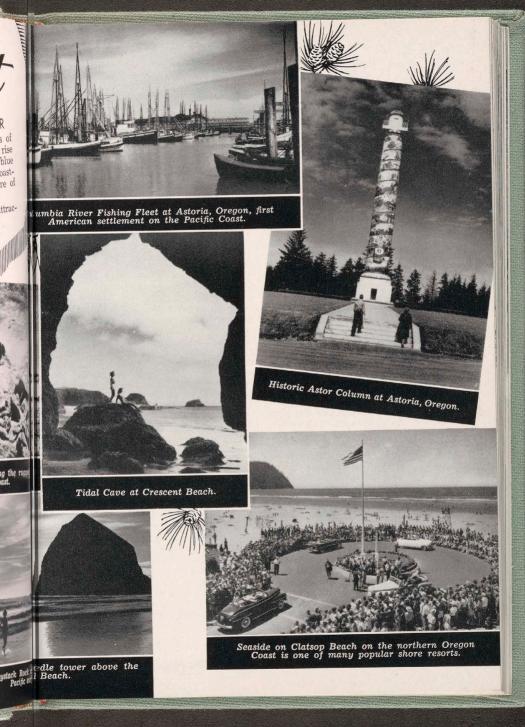


Heceta Head, historic and imposing prom-ontory along Oregon's 400-mile coastline.



Famed Haystack Rock and thNeeds tower a Pacific surf at Caon mach.

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#### Jasper Park-Service

New Canadian National light-weight type Pullman sleeping cars containing four sections, four double bedrooms and eight duplex roomettes will be placed in summer line through service between St. Paul, Minnesota, Jasper Park, Alberta, and Vancouver, British Columbia, on Great Northern trains 7 and 8, the Winnipeg Limited, in connection with Canadian National trains 3 and 2, the Continental Limited.

The first Westbound car will leave St. Paul-Minneapolis June 25 and the last car August 31. Eastbound, the first car will leave Vancouver, B. C., June 28 and the last car September 3.

#### OREGON COAST—concluded

tions begins at Portland. Several routes radiate from the "Rose City" to many popular seashore areas. One of the most traveled leads to historic Astoria at the mouth of the Columbia, with its fishing fleet, canneries and interesting harbor.

On the crest of a hill, several hundred feet above most of the city, is located the unique Astor Column, decorated with a spiral mural depicting historical events of the pioneer city. From the lofty site of the column, a vast panorama of rivers, bays, mountains, ocean and city is unfurled. A short side trip of a few miles leads to the picturesque remains of the wreck of an old sailing bark, the Peter Iredale, half buried on the beach.

Seaside, historic "End of the Lewis and Clark Trail", is the busiest seashore resort in the Pacific Northwest. A few miles farther on are Cannon Beach and Ecola State Park which together comprise one of the most beautiful areas along the entire Oregon Coast.

Twelve

A long sandy beach extends for several miles at Cannon Beach. Hay-stack Rock and The Needles, towering from the surging breakers are probably the most spectacular off shore rocks on the Pacific Coast. Tillimook Light, located on a picturesque rock a few miles out to sea, can be seen at night flashing its warning to mariners.

From Tillamook, an alternate route leads to a picturesque bit of shoreline which is a favorite haunt for photographers and fishermen, Cape Kiwanda.

Yaquina Bay Bridge at Newport is one of several large and beautifully designed spans completed only a few years ago. Others of special interest are at Florence, Waldport, Coos Bay and Gold Beach.

Cape Perpetua State Park affords another superb bird's eye view of the coastline. Devil's Elbow State Park, Heceta Head and the Sea Lion Caves, all are crammed into less than a mile of what is perhaps the most interesting concentrated stretch of beauty on the entire West Coast. Here is a lighthouse that dates back to the 19th Century, a beautiful beach and a long tunnel. At the Sea Lion Caves, hundreds of sea lions congregate on rocky ledges or cavort in the surf.

Scenic "Brandon by the Sea", Cape Blanco the farthest west point in the United States reached by road, Cape Sebastian where the highway reaches a point high above the ocean, are other points of interest.

Whether you spend a week or a month on the Oregon Coast, you'll want to come back again and again to enjoy more fully this fascinating vacation paradise.

The material for and photographs reproduced in the Oregon Coast story were furnished by Ray Atkeson, Portland, Oregon, well known Pacific Northwest photographer and traveler.

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GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



#### Well Meaning

After overhearing the doctor tell her father that he should go to a warmer climate, the little girl was saying her evening prayers. "God bless mama. God bless baby brother, and please, God, make things hot for daddy."

#### Voice of Experience

Wife (on phone): "Darling, I'm afraid your dinner will be a little burned tonight!"

"Egad! Don't tell me Husband: they had a fire at the delicatessen!"

#### No Substitutes

The doctor received a visit from a man who was worrying about his heart.

"Do you smoke much?" inquired

the doctor.

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"About 15 cigars a day."

"You'll have to cut down. It will be hard, but try to be satisfied with one after each meal."

A few weeks later the man returned for a check-up. The doctor complimented him on the improvement in his health. "You see, that's what happens when patients follow their doctor's orders.

"Well, it isn't always easy to do," said the visitor. "Sometimes it's hard to eat 15 meals in one day."

#### Two for One

"Stand behind your lover, false woman," thundered the Scotsman, "I'm going to shoot you both."

#### From Scratch

"Sergeant, pick me out a nice, gentle horse.'

"Have you ever ridden a horse before?'

"No."

"Well, here's just the animal for you. Never been ridden before. You can both start together." \* \* \*

#### Poor Pop!

The teacher was explaining to the class the meaning of the word "recuperate." "Now, Tommy," she said to a small boy, "when your father has worked hard all day, he is tired and worn out, isn't he?

"Yes, ma'am."

"Then, when night comes, and his work is over, what does he do?"

"That's what Mother wants to know," Tommy explained.

#### You Tell 'Em, Umps!

The batter was big, tough and sweaty. The catcher was the same, only more so. The umpire was a little half-pint sort of a fellow.

The count was three balls-two strikes. The pitcher wound up and let fly a fast one. The umpire stood tight-lipped. The crowd waited. So did the batter and catcher. Finally the batter yelled, "Well, dummy, what is it?"

"Yeah," echoed the catcher, "is it

a ball or strike?"

"Until I call it," retorted the ump, "it ain't nothin'!"

Thirteen

#### **GN** Appointment





Gaetz

Downing

Superintendent of Great Northern's Minot division starting April 1, will be Robert W. Downing, trainmaster at Kelly Lake, Minnesota.

I. G. Pool, operations vice president, announced Downing's appointment to succeed M. L. Gaetz, who retires March 31 to conclude a Great Northern career that began in 1902.

Downing, a Yale University graduate in civil engineering, began his railroading in the maintenance of way department of the Pennsylvania Railroad in 1935. He joined Great Northern in 1938, as assistant to the superintendent of the Kalispell division. From late that year until 1941, when he entered the U. S. Navy, he was district roadmaster at Whitefish, Montana.

Upon discharge from military service in 1945, he returned to GN as district roadmaster on the Butte division, subsequently serving as trainmaster at Great Falls and Glasgow in Montana and Spokane, Washington, moving in 1951 to Kelly Lake.

Gaetz started as engine watchman at Akeley, Minnesota in 1902. After service as fireman on the old Fergus division, brakeman and conductor on the Dakota and Breckenridge divisions, he was appointed general yardmaster at Devils Lake, North Dakota, in 1916. Service as trainmaster on the Dakota and Minot divisions preceded transfer to Willmar division trainmaster in 1919. In 1928 he became trainmaster at Grand Forks, North Dakota, and in 1930 Minot division superintendent.

Gaetz transferred to Klamath Falls, Oregon, in 1938, as superintendent of the Klamath division. In 1940 he returned to Minot as superintendent and has been there since.

#### Sunday School Week

The week of April 12 through 18, has been designated as 10th annual Sunday School Week.

Irving S. Olds, former chairman of the board, U. S. Steel Corporation, is national chairman of the observance at the invitation of the sponsoring organization, the non-sectarian Laymen's National Committee.

#### Railroad Hour Shows

"Irene" with Elaine Malbin, March 22; "The Three Musketeers" with Dorothy Warenskjold, March 29; "Great Day" with Mimi Benzell, April 5; "Babes in Toyland" with Lucille Norman, April 12. Railroad Hour Radio shows are presented every Monday night over NBC network at 8:00 p.m. Eastern Time, 7:00 p.m. Central Time, 9:30 p.m. Mountain Time, 8:30 p.m. Pacific Time, with Gordon MacRae as master of ceremonies, Carmen Dragon's Orchestra and a mixed chorus directed by Norman Luboff.

#### Friendship

There are big ships And little ships But the best ship Is Friendship.

Submitted by Linda McKenzie (9 years), daughter of A. S. McKenzie, GN commercial agent, Winnipeg, Manitoba.

Fourteen

PROGRESS IS A GREAT NORTHERN HABIT

Spring the desc of Wash to flight flowers. with its festivals to the F

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Wildflowers in Paradise Valley, Mount Rainier National Park.

Flowering apple orchard near Wenatchee, Washington, "Apple Capital of the World".

#### Blossom Time in Washington State

Springtime literally explodes upon the deserts, mountains and valleys of Washington State, setting winter to flight with a burst of gay spring flowers. When Washington lights up with its millions of flowers, blossom festivals across the state herald spring to the Pacific Northwest.

First major outdoor flower show of the year, which uses flowers in their natural state, will be the 21st annual Puyallup Valley Daffodil Festival, April 5 through 11, sponsored jointly by the communities of Tacoma, Puyallup, Sumner and Orting.

Scarcely before the excitement of this event is over, a second nationally famous blossom fete gets under way at Wenatchee in Central Washington. Dates for the spectacular Washington State Apple Blossom Festival have been set for April 29 through May 1.

The three-day salute to Washington's world famed apple industry includes dances, coronations, orchard tours and a Grand Parade, one of the 10 largest staged annually in the United States.

Although the Apple Blossom Festival is staged at Wenatchee, "Apple Capital of the World", from which point tens of thousands of refrigerator carloads of apples are shipped annually via Great Northern Railway, the celebration honors all of the state's applelands.

Meanwhile, the famed tulip fields near Bellingham and Mount Vernon have added their color. Waving tulips sketch their panorama of color from the foothills of the glittering Cascades to the shores of Puget Sound.

Bellingham stages its annual Blos-(Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

#### Boston Election



Morse

Canadian National Railways traffic representatives were winners in two out of three offices at the recent annual election of the Railroad and Steamboat Agents Association of Boston, Massachusetts. George T. Morse, PTR was elected president and A. B. Lynch, CPA secretary-treasurer.

Richard Halloran, Passenger Department of the Baltimore and Ohio was named vice president.

#### BLOSSOM TIME—concluded

som Festival April 29 through May 1, while a second show is held during May at the picturesque old town of La Conner near Mount Vernon.

Two other cities hold spring flower shows. Kirkland, on the Eastern shores of Lake Washington near Seattle, is noted for its beautiful primroses, while at Spokane the annual Lilac Festival pays homage to the flower which grows in such pro-

fusion throughout the city, May 9 through 15.

Washington's official flower, the rhododendron, is honored at Port Townsend, May 20 through 22. The city is located on the Northeast tip of the Olympic Peninsula where wild rhododendrons are abundant. The golden-flecked blossoms may be seen in the forests or beside mountain lakes, streams and waterfalls.

Blossom time in Washington State does not close with the last of the festivals, however. Indeed, it is just the beginning since the most spectacular display of all is probably the mountain wild flowers. They grow thick as clover in wild profusion, covering meadows, hills and valleys with a solid mass of variegated color.

Mount Rainier National Park is one of the few places in the world where so many flowers grow in such profusion. Other celebrated floral areas include Olympic National Park, Mount Baker National Forest, and Mount St. Helens in Gifford Pinchot National Forest.

#### Transportation Tax Relief

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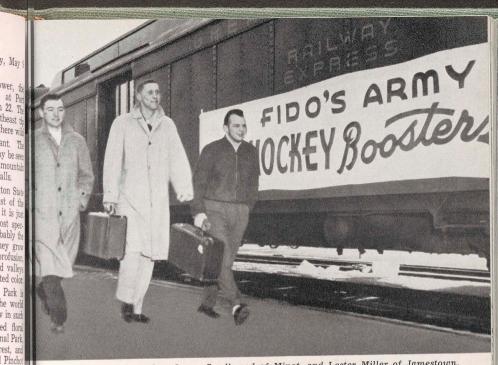
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A concerted effort to bring about the elimination of Federal taxes on the transportation of persons and property as a means of stimulating business activity and travel has been launched with the formation of the National Conference for Repeal of Taxes on Transportation.

Donald G. Ward, director of transportation of the Mathieson Chemical Corporation, who heads the conference as chairman, stated that "these discriminatory taxes, which were largely imposed as a wartime measure, are having a serious effect on the cost of travel and the price of thousands of commodities at a time when there is a dropping off of business."

Sixteen



Al LeMieux of Stanley, James Smallwood of Minot, and Lester Miller of Jamestown, left to right, all U. of N. D. students, about to board GN's "hockey special".

Grand Forks Herald photo.

#### North Dakota Hockey Boosters Travel GN

Approximately 700 North Dakota hockey fans traveled aboard a Great Northern special train from Grand Forks to the Twin Cities where the University of North Dakota Sioux played a two-game series in Minneapolis with the University of Minnesota Gophers during the early part of February.

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The "special", designated "Fido's Army Hockey Boosters Train", in honor of Coach Fido Purpur of North Dakota U, was in charge of Tony Fiest, president of the Grand Forks Hockey Boosters Club.

Many other fans and the team traveled from Grand Forks to the Twin Cities on the streamlined Red River and Western Star, and other Great Northern trains.

Following the games, which were played at the U of M's Williams Arena, the North Dakota team returned to Grand Forks aboard the streamlined Western Star.

Later the same month, Coach Purpur and 18 members of his squad traveled by rail to Colorado Springs via Minneapolis, Omaha and Denver, aboard the Western Star between Grand Forks and Minneapolis, and on the return portion of the journey from St. Paul to Grand Forks, on GN's Train No. 29.

Seventeen

#### Chicago Election



President elect Cary, right, accepts gavel from retiring president John Otten. Photo by Al Larson, Container Corporation.

L. D. Cary, passenger traffic agent, N.C.&St.L. Railway, has been named president of the Chicago Passenger Club for 1954.

Other elected officers include G. H. Young, B&O, first vice president; R. H. Abbas, Happiness Tours, 2nd vice president, and W. L. Throop, PRR, secretary-treasurer.

#### Radio Speeds GN Freight

A radio network is rising rapidly along the 906 miles of the Great Northern Railway between Minne-apolis, Minnesota, and Havre, Montana.

Engineers operating the big dieselelectric locomotives of through freight trains on this route already are in constant radio touch with conductors in the cabooses.

By March 10, the men in the locomotives and cabooses also will be swapping train operation with trackside stations all along the Minneapolis-Havre line.

The last of these 36 wayside receiving and transmitting stations will Eighteen

be installed by that date. Some already are in use. Nearly all are in the railway's depots.

Minnesota stations are located in the Minneapolis Lyndale Yard, Delano, Litchfield, Willmar, Benson, Morris, Campbell and Breckenridge. In North Dakota, equipment has been installed at Kindred, Casselton, Nolan, Hannaford, Juanita, New Rockford, Heimdal, Aylmer, Verendrye, Minot, Berthold, Stanley, Tioga, Wheelock and Williston; in Montana, Snowden, Bainville, Brockton, Wolf Point, Frazer, Glasgow, Hinsdale, Saco, Malta, Dodson, Harlem, Chinook and Havre.

This is another step in utilization of very high frequency radio by Great Northern in operating freight trains and in major switching areas.

Radio was installed last year on the iron ore route from Northern Minnesota mines to the railway's docks at Superior, Wisconsin, and in the mining areas.

When the ore season opens this spring more radio facilities will be ready. These will provide communication between the yard office and switching locomotives used on the docks and in nearby yards. Additional switching locomotives in the mining areas will have radio contact with the dispatchers.

Installations in the Hillyard, Washington, yards near Spokane, begun in 1953, are being completed.

#### **GN** Appointments

Title of A. N. Crenshaw, GN purchasing agent, St. Paul, has been changed to director of purchases, a newly created position. Assistant purchasing agents A. D. Sturley and H. B. Nordstrom, St. Paul, and L. F. Lohmann, Seattle, Washington, are now purchasing agents.

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reported 1954, are: foreman, Hanson, mish, Wa motive e John E. Paul, Mir intendent St. Paul, neer, Hav ville, loco Wash.

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

Members of the Veterans Association of the Great Northern Railway reported deceased during February, 1954, are: Christian Hanson, section foreman, Erskine, Minn.; Oscar P. Hanson, agent-telegrapher, Snohomish, Wash.; Carl Lindstrom, locomotive engineer, Williston, N. D.; John E. McCullough, machinist, St. Paul, Minn.; Dennie C. Poor, superintendent, general office building, St. Paul, Minn.; Silas Shutt, engineer, Havre, Mont.; William Somerville, locomotive foreman, Spokane, Wash.

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Members reported pensioned during February, 1954, are: Henry Bernstein, brakeman, Spokane, Wash.; Thomas J. Feist, section foreman, Chinook, Mont.; Harold F. Heath, agent-telegrapher, Pendroy, Mont.; John G. Miller, locomotive engineer, Great Falls, Mont.; Alan F. Marlor, traveling freight agent, Camden, N. J.; Einer P. Myhre, section laborer, Rugby, N. D.; Herbert J. Mustell, agent, Columbia Falls, Mont.; John O'Connor, mail foreman, Minneapolis, Minn.; Leroy J. Poole, carman, Kelly Lake, Minn.; Leon E. Pitman, yardmaster, Minneapolis, Minn.; William E. Palmer, engineer, Great Falls, Mont.; Alexander Selewoncuk, passenger carman, St. Paul, Minn.; Ernest J. Vallier, engineer, Hillyard, Wash.; William A. Widman, painter, St. Paul, Minn.; Michael J. Welsh, special representative, St. Paul, Minn.

It was reported in the February number of the Great Northern Goat that Gordon A. Richardson was appointed Great Northern general auditor, which was in error. Mr. Richardson's correct title is assistant general auditor. Walter N. Norris is general auditor.

"Rail Oddities", a new free booklet of odd and interesting facts about the railroads, in cartoon form is available from the Association of American Railroads, 926 Transportation Building, Washington 6, D. C.

Weekly sailings from Seattle of Alaska Line passenger vessels will be resumed on April 9. During June, July and August, sailings from Seattle will be on Wednesday and Friday of each week.

The telephone number of Great Northern Railway's Los Angeles traffic office is now Madison 9-1473.

A bi-monthly tabloid-size newspaper, official publication of the Military Railway Service Veterans Organization, is now published by Clarence Gordon, MRSV Editor, P. O. Box 1769, Denver 1, Colorado.

Nineteen

### Relax

Between Chicago-Portland-Seattle





Travel Safely and Comfortably

Go streamlined EMPIRE BUILDER WESTERN STAR

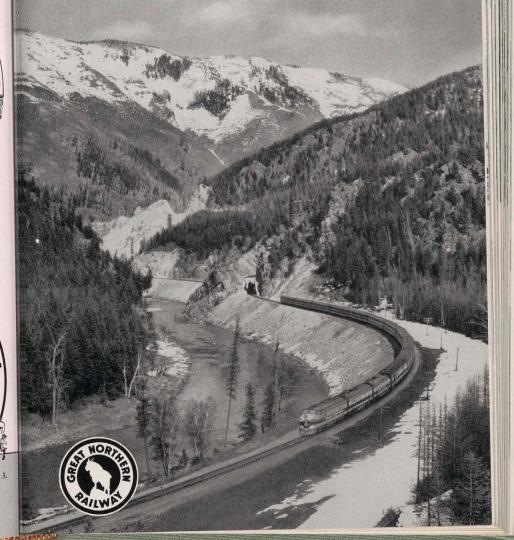
Connections in Seattle and Portland with Streamliners to and from California



The Great Morthern

GOAT

APRIL, 1954





A terra cotta tile mural designed from an Indian

A terra cotta tile mural designed from an Indian pictograph which tells an Indian story appears at the entrance to the gallery.



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DANAGE TOWN

#### Charles Marion Russell Art Museum

A \$75,000 gallery, dedicated to the memory of Charles Marion "Charlie" Russell, world-famed cowboy artist who died in 1926, was recently opened in Great Falls, Montana, adjacent to his old studio and home.

The modern brick and tile structure houses a priceless collection of Russelliana and was established to preserve for public benefit the works of the cowboy artist, for many valuable Russell oils and watercolors were leaving Montana for private collections or museums.

Miss Emma Josephine Trigg, late Great Falls librarian and long time next door neighbor and friend of Russell, provided the impetus for establishment of the gallery by specifying in her will that her extensive personal collection be donated to the city with the proviso that work on such a project be started within two years of her death.

Although in very modest financial circumstances during her declining years, Miss Trigg sacrificed comfort and security by refusing to sell her collection, preferring to preserve it for display in the community in which Russell lived and worked for so many years.

Charlie Russell made big pictures and small ones, in oils, watercolors and with ink. He liked to model, too, in various media. A few of his pictures are on birchbark; at times he used chamois instead of canvas, or even an old cardboard box top.

His most famous work was one of his earliest, about post card size. He dashed it off as a message. He was working as a cowboy in the bitter cold winter of 1886-87, when the cattle industry of Montana suffered a staggering blow. Changeable weather—Chinooks (warm spells) followed by freezing—caused range cattle to pile up in drifted coulees, dead of starvation and exposure. When

the absentee cattleman for whom young Russell worked asked for a report, the cowboy presented him with a picture: a bony, starving longhorn, dying on its feet, its tail frozen off and two coyotes waiting in the snow for the animal to fall. The artist called it "Waiting for a Chinook", but it is also known, although incorrectly, as "The Last of Five Thousand".

Russell painted galloping horses, live-looking cowboys and Indians as they really were, and he knew them first hand, because he lived and worked with them. After 1892, he gave up punching cattle and settled in Great Falls to spend his time painting.

Until he learned that people would pay much more, Russell often sold his paintings for \$5 each and even less. He protested that he had no idea why some collectors paid the prices they did for his canvases. Yet he exhibited in London, New York, Chicago and Los Angeles, and sold several paintings for as much as \$10,000 each. That kind of money he called "dead men's prices", meaning the price of an old master. His unfinished "Father De Smet Relating the Story of Christ to the Flathead Indians". sold for \$30,000.

A collection of Russell works from the Historical Society of Montana, and valued at more than \$500,000, originally collected and presented to the state by Malcolm S. McKay, was recently on exhibition, at the St. Paul, Minnesota, Gallery and School of Art. J. M. Budd, Great Northern president, arranged for the showing.

Reproductions of some of Charlie Russell paintings are displayed in lounge-observation cars of Great Northern's streamlined Western Star that serves Great Falls.

Photographs reproduced on page two were furnished by courtesy of the Great Falls Tribune.

Three

# The Great Northern

Vol. 24 April, 1954

No. 4

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



The Westbound streamlined Western Star, nearing Belton, Montana, Western gateway to Glacier National Park in Montana Rockies. Photo by Jim Davis.

Day of Triumph Palm Sunday

The thirty-three-year-old son of a carpenter rode triumphantly astride a restless colt through Jerusalem's gates nearly 1,926 years ago today—acclaimed as the prophesied Messiah.

Thousands of the faithful hurried along the streets tossing their mantles and palm branches on the rough stones before the young, sad-eyed Jesus of Nazareth, crying out:

"Hosanna to the Son of David!"

The day was magnificent in its beauty. It was April and Spring. The Sabbath sun's brilliance sparkled across vineyards and orchards. Velvety blue skies canopied the countryside.

Only a few hours before Jesus had gathered around Him on the nearby Mount of Olives, at Bethphage village, His twelve Disciples. He told them of His fate—that He was to be outraged, struck and spit upon and finally put to death.

It seemed incredible to His followers. But Jesus calmed them. Death was to be the promise of a second, and greater, life and His Passion was to insure eternal freedom of man.

So with a beckoning gesture He started His triumphal march upon Jerusalem—a condemned man who thrice had escaped death but who now chose it to save mankind.

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

Four

THE STREAMLINED EMPIRE BUILDER

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#### William Crooks on Permanent Exhibition

Great Northern's venerable William Crooks, first railway locomotive to operate in Minnesota, will soon be on permanent exhibition in the St. Paul Union Depot.

The 93-year old "watch fob" engine of Civil War vintage, was offered for permanent display by Great Northern Railway, so that the thousands of school youngsters who visit the depot annually in organized tours not only will get a close-up of a steam engine, but also a good look at the first railway locomotive to operate in the state.

Widely exhibited in communities in Minnesota and the Dakotas in the past, the William Crooks was acquired in 1861 by the St. Paul & Pacific Railroad, first rail line in the Upper Midwest region. The St. Paul & Pacific, parent line of the Great Northern, was purchased by James J. Hill and his associates in 1878. The locomotive was built by Smith & Jackson in Paterson, New Jersey, and arrived in St. Paul in September 1861 by steamboat.

The first railway ran between St. Paul and St. Anthony Falls (now Minneapolis), and the William Crooks pulled the first train over this line on June 28, 1862.

One of the few pioneer American locomotives still able to run under its own steam, the William Crooks made trips to the Atlantic Coast, to Chicago and to scores of communities along the Great Northern in recent years.

Five

THE STREAMLINED WESTERN STAR

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#### Bereavement



Hoelscher

J. Henry Hoelscher, Great Northern Railway auditor joint facility accounts, St. Paul, Minnesota, and secretary-treasurer of the railway's Veterans Association since 1942, died on March 20, 1954.

Born November 22, 1889, Hoelscher came to Great Northern in 1907 as office boy in the office of the auditor of disbursements. In 1916 he transferred to the joint facility office serving subsequently as clerk, chief clerk, joint facility accounts, and auditor, joint facility accounts.

Jacob H. Marthaler of St. Paul, has been named to fill out Hoelscher's unexpired term of office as the Veterans Association secretary-treasurer.

#### Boy Scout Awards

The United States Departments of Agriculture and Interior, in cooperation with the Boy Scouts of America, will make individual and unit awards to Boy Scouts who participate in the Boy Scout good turn conservation program for 1954.

Twelve Scouts who make outstanding contributions to the program will be selected to receive certificates which will be presented by President Eisenhower during Boy Scout Week in 1955.

The programs carried on by individuals or units may include such projects as building a farm pond, planting trees, seeding highway embankments, cleaning up litter in a public park, planning an exhibit or showing movies to stimulate interest in conservation.

#### GN Modernization Project

Soon to be provided are new facilities designed primarily for the servicing of Great Northern giant freight diesels, for engine and generator changes and for heavy body repair at the railway's Hillyard, Washington, shops.

A contract for the modernization program, which will give Spokane the railway's largest and most complete diesel locomotive repair and overhaul facilities West of Havre, Montana, was awarded to Phil McGinnis and Henry George & Sons of Spokane, who will participate jointly in a portion of the project.

The program, which will be undertaken in part by Great Northern forces, includes the following items: Conversion of a portion of the present machine shop for repair and servicing of diesels. Extension of present craneway in the machine shop. Installation of drop table. Installation of overhead monorail between converted portion of machine shop and present storehouse. Construction of a new foreman's office. Construction of diesel wash rack and facilities. Installation of new facilities for fueling and sanding.

Also contemplated for Hillyard is the razing of a portion of the present roundhouse and conversion of another portion for the repair of railroad work equipment. This would end the use of the old SC&P shop, which probably will be converted to industrial use. Employes would be moved to Hillyard.

Meanwhile, work has been virtually completed on Hillyard's new yard office and communications center, bringing activation of the yard's newly-installed radio network, providing direct communication between yard office, switch engines and switch crews.

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#### Pacific Northwest Double Feature

The Seafair is to Seattle what the Mardi Gras is to New Orleans, the Tournament of Roses is to Pasadena, the Winter Carnival is to St. Paul and the Aquatennial to Minneapolis. The British Empire Games are to the British Commonwealth of Nations what the Olympics are to the world.

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Summer visitors to the Pacific Northwest in 1954 will be in luck as these two great events will be run simultaneously July 30 through August 9. Locale of the British Empire Games is Vancouver, British Columbia, just 155 rail miles from Seattle. Visitors will be able to enjoy both events by commuting on Great Northern's streamlined Internationals which provide fast and convenient

three times daily service in both directions between Seattle and Vancouver.

The gala Seafair is a combination land and water spectacle with great events vying with each other for top billing: the 17th running of the Gold Cup Race with the country's fastest hydroplanes skimming over Lake Washington at speeds in excess of 100 miles per hour; a spectacular U. S. Naval Armada parade in Elliott Bay; the exciting Aqua Follies, combination stage and pool musical production in Seattle's unique outdoor lakeside theatre; thrilling Pacific Coast Sports Car Race; the eyefilling Grande Parade, torchlight processions, coronations, street dances,

(Continued on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



#### Burlington Given Award

The Chicago, Burlington & Quincy Railroad Company was selected to receive the 1953 Passenger Award of the Federation for Railway Progress in recognition of outstanding achievement in progressive passenger service.

The award, a bronze plaque, was presented at the Federation's Seventh Annual Dinner at the Waldorf-Astoria Hotel in New York City on March 25.

The Burlington also won the first passenger award presented by the Federation in 1947. Great Northern Railway received the award in 1951.

Fawcett Books, 67 West 44th Street, New York City, has published a new 144-page profusely illustrated historical book "Pioneer Railroads" by Hank Wieand Bowman. The popular priced paper cover edition is available at newsstands, while a deluxe hardcover edition, published simultaneously by Arco Publishing Company, may be had at regular bookstores.

DOUBLE FEATURE—concluded

decorated yacht parades, sailing regattas, fishing derbies, swimming and track meets and a variety of other spectacular events.

Sports enthusiasts from all sections of the United States are invited to attend the Fifth British Empire and Commonwealth Games which is expected to be the greatest athletic pageant and competitive sports spectacle to take place in North America in 22 years. Competing countries include Canada, Australia, England, Gold Coast, Kenya, Hong Kong, Jamaica, New Zealand, Northern and Southern Rhodesia, Northern Ireland, Uganda, Trinidad, Nigeria, Wales, Fiji, Bermuda, Malaya, Pakistan, Scotland, South Africa and Barbados.

In 1911 a "Festival of Empire" took place in England as part of the coronation celebrations for King George V, including a number of amateur sports events with entries from several British countries. Out of this came the idea of an all-Empire meet to be held every four years in a different Commonwealth nation. The year 1954 marks the first such event to be staged in Western North America.

Ice Follies

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Over the years the British Empire Games have grown to include nearly all events associated with the more widely known Olympics. There is a full slate of track and field events plus swimming, diving, rowing, boxing, wrestling, fencing, cycling, bowling, weight lifting and many other team and solo competitions.

Many Empire champions have become Olympic champions, and in several instances, times and distances established at these meets have yet to be bettered in world-wide competition.

Nearly two and a half million dollars have been spent on construction of facilities in Vancouver, for the British Empire Games.

Eight



Ice Follies troupers cover more than 20,000 miles each year by rail in their own special train.

#### Shipstad-Johnson Ice Follies

Although there is evidence that the Swedish people first found ice easier to negotiate on sharp blades as long ago as 800 A. D., it remained for three modern Scandinavians, the Shipstad brothers, Eddie and Roy, and their partner, Oscar Johnson, to put a whole show replete with experts and production numbers on ice skates.

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The first Shipstads and Johnson Ice Follies was an innovation when it was produced less than 20 years ago, and so fresh do they keep their ideas and performers that every new production every year since then has been pretty much of an innovation.

As the 18th edition of the Ice Follies traveled from East to West toward Minneapolis, Minnesota, their baptismal spot where they appeared April 1 through 25, critics everywhere agreed that the 1954 version tops them all. Production is the secret, the string on which music, stars, color and motion are strung in a sparkling string of entertainment pearls. That takes costumes and props and personnel-a full trainload. Ice Follies troupers cover more than 20,000 miles each year by rail, in their own special train of eight Pullmans, six baggage cars, club car and dining car.

(Concluded on page 10)

Nine

#### **GN** Appointments







Anderson

Loughney

Burns

Changes in Great Northern Railway traffic personnel, effective April 1, are announced by the railway's traffic department.

S. J. Anderson, assistant general freight agent at Duluth, Minnesota, to assistant general freight agent at Portland, Oregon, succeeding C. A. Gerken, who died March 7.

F. J. Loughney, general agent at Cleveland, Ohio, to assistant general freight agent at Duluth.

J. E. Burns, traveling freight agent at Kansas City, Missouri, to general agent at Cleveland.

Anderson, who has been with the railway since 1923, served in Seattle and Sioux City, Iowa, before coming to Duluth, where he has been in charge of the freight traffic office since 1944.

Loughney's Great Northern service likewise dates back to 1923. He was city freight agent at Seattle six years before going to Wenatchee, Washington, as general agent in 1947. In 1948 be became general agent at Cleveland.

Burns has been traveling freight agent at Kansas City since 1950. He began as a stenographer in Butte, Montana, in 1939, and after World War II duty, became clerk at Wenatchee in 1945. He was appointed city freight and passenger agent at Bellingham, Washington, in 1947 and city freight agent at Seattle in 1948.

R. D. Phillips, city freight and passenger agent at Bellingham, succeeds Burns as traveling freight agent at Kansas City, and H. O. Johnson steno-clerk at Bellingham, becomes city freight and passenger agent there.

#### Armed Forces Day

"Power for Peace" will again be the slogan for the annual Armed Forces Day, which is to be observed in 1954, on Saturday, May 15.

This annual report by the Armed Forces of the United States (Army, Navy, Air Force, Marine Corps, Coast Guard, National Guard and Reserves) will emphasize that our Nation's "Power for Peace" derives from the American way of working together at home and with other peace loving peoples throughout the world.

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The President will issue a proclamation, the Department of Defense will publicize and coordinate the program nationally, and in each major geographical area of the United States one Service will effect similar coordination. The program overseas will be coordinated by the major command in each area.

The 1954 Armed Forces Day is expected to be the biggest "open house" in history. Hundreds of Armed Forces installations and thousands of National Guard armories and Reserve centers, plus overseas commands, will present programs designed to invite public interest and promote public understanding.

#### ICE FOLLIES—concluded

On April 4, a special Great Northern train sponsored by the Duluth, Minnesota, Junior Chamber of Commerce, carried hundreds of Ice Follies fans from the Head of the Lakes area to Minneapolis for a Sunday matinee performance.

Ten



Boats parade through Montlake Cut from Portage Bay into Lake Washington. Josef Scaylea photos.

#### Seattle's Lake Washington Regatta

If any event justifies Seattle's claim to the title of "Yachting Capital of the United States", it is the annual parade of power and sailboats which takes place each spring on Lake Washington during the Opening Day Regatta, celebrating the beginning of the boating season on Puget The 1954 Regatta will be Sound. held on Saturday, May 1.

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Sunday

Approximately 1,000 power and sailboats representing more than 20 Puget Sound yacht clubs and U. S. Power Squadrons are expected to participate. Canadian yacht clubs also will send flotillas.

On the morning of the Regatta, the boats gather in freshwater Portage

Bay between Lakes Union and Washington in the very heart of the city. Promptly at 12 noon, an aerial bomb explodes, and the marine parade gets under way up the famous ship canal into Lake Washington.

Middleton M. Chism, this year's Seattle Yacht Club Commodore, will lead the marine procession aboard his power cruiser "Cheri". Several large yachts will follow carrying club officials, state and civic dignitaries, naval officers and Regatta judges. These boats will anchor near the entrance to Lake Washington while the other craft pass in review.

Thousands of "landlubbers" line (Concluded on page 18)

Eleven

## GM Economy Vacations

TOP O' THE WEST TOUR FEATURES 5,500 CAREFREE MILES ON LAND AND WATER

Seattle; Washington, "Queen City of Puget to Alaska and the Sound"; and gateway to Alaska and the Orient. Roger Dudley photo.

Four of the most popular resorthot in the Pacific Northwest and the Montan nexy Mountains are featured in Great Northwis "Top O' The West Economy Vacatim Jurs" for the 1954 summer season. Tours will next Chicago and St. Paul-Minneapolis erry anday from June 13 through August 19, 22the streamlined Empire Builder.

(Continued on page 14)



Timberline Lodge, fabulous all-year reort in the 6,000-foot level on Oregon's Mount 40000 Atkeson photo.



The Inner Harbour and Provincial Parliament Buildings, Victoria, British Columbia, Canada.

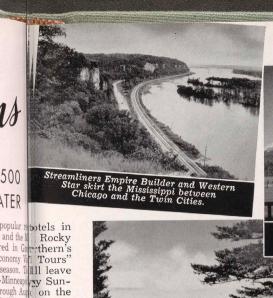


Rustic Paradise Lodge, Mount Rainier National Park in Washington State. Scaylea photo.



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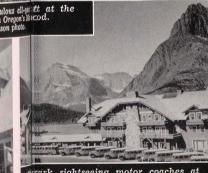
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Majestic Columbia River Gorge and Vista House from Crown Point. Photo-Art photo.





quark sightseeing motor coaches at macier Hotel on Swiftcurrent Lake. Spring photo.



Lofty peaks rise abruptly from the shores of Lake McDonald in Glacier National Park. Dyke photo.

#### SIR JOHNNY AND THE DRAGON



Perfect Shipping Month

Claim payments for loss and damage to freight shipments represent a waste whereby everybody loses. Shippers or receivers lose because claims ordinarily are paid on the basis of invoice value, and there is no profit in trading dollars. Carriers lose because money paid out for claims represents a serious drain on revenue, and such money cannot be used for improvement of facilities and other important purposes.

Although special emphasis is given to freight loss and damage prevention during April of each year, the Perfect Shipping Campaign is a year around intensive effort joined in by the 13-Regional Shippers' Advisory Boards and their National Association to bring home to railroad customers the importance of safe and adequate packaging, careful handling, proper loading and bracing, and correct and complete addressing of freight shipments.

Through the Association of American Railroads and individually, the railroads likewise are doing their ut-

most to make shipping safer and to reduce damage with adoption of shock resistant freight cars, improved yard and switching facilities, improving tracks and other parts of their plant and by a never ending educational campaign directed to all employes in any way concerned with freight handling.

#### TOP O' THE WEST-continued

Seven comprehensive motor coach trips covering the highlights of Glacier National Park and the Pacific Northwest, a water cruise on Puget Sound, and ample leisure time to browse around independently in famous vacation centers are all adjusted to a 13-day schedule.

Motor coach tours cover the outstanding attractions of Portland, Oregon, Seattle, Washington, and Victoria, British Columbia, including the world-famed Columbia River Highway and the Mount Hood recreational area in Oregon, Mount Rainier National Park in Washington, and Glacier National Park in Montana. Still another scenic adventure is the "Princess" steamship cruise from Seattle to Victoria on Vancouver Island, among the hundreds of wooded islands which make Puget Sound one of the most interesting waterways on the continent.

Westbound travel from Chicago and St. Paul-Minneapolis on "Top O' The West Economy Vacations" for 1954, is on the streamlined Empire Builder, and Eastbound from Seattle via GN's companion streamliner, the Western Star, so that the two train schedules give tour members different views going and returning. Some of the most scenic sections of the West are thus seen by daylight, from the 300-mile stretch between Chicago and the Twin Cities along the palisades of the Mississippi, to the mountain frontier of Glacier Park and Whitefish Lake in Montana.

(Concluded on page 16)

Fourteen

PROGRESS IS A GREAT NORTHERN HABIT

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Warden: "Is there anything you would like to eat before the execution?"

Condemned Man: "Yes, mushrooms. I've always been scared to try them."

#### Short Story

An English cub reporter, frequently reprimanded for relating too many details and warned to be brief, turned in the following: "A shooting affair occurred last night. Sir Dwight Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice to his friends, a taxi, a pistol from his pocket, and finally his life. Nice chap. Regrets and all that sort of thing."

#### Nice Try!

The Sunday School class was composed of three-year-olds. The teacher asked:

"Do any of you remember who St. Matthew was?" No answer.

"Well, does anyone remember who St. Mark was?" Still no answer.

"Surely some of you must remember who Peter was?"

The little faces were full of interest, but the room remained quiet. Finally a tiny voice came from the back of the room:

"I fink he was a wabbit!"

#### I'm Warnin' Yuh!

Murphy: "What's that in your pocket, Pat?"

Pat (in a whisper): "Dynamite. I'm waiting for Mike. Every time he meets me, he slaps me on the chest and breaks me pipe. Next time he does it he'll blow his darned hand off."

#### Self Preservation

"Dad," asked the small boy, "Why is a man not allowed to have more than one wife?"

"My son," replied the father, "when you are older you will realize that the law protects those incapable of protecting themselves."

#### To the Point

Oscar: "The Weavers are so quiet tonight. Is there anything wrong, do you suppose?"

Jane: "No; they're always that way. When he proposed he just held up the ring and said, 'Eh?' and she looked at it and said, 'Uh-huh'."

#### \* \* \* Waste of Time

"Paw," said the farmer's boy, "I want to go to college and learn to be a doctor. I think I'll study obstetrics."

"Likely you'll be wastin' your time, son," replied the father. "Soon as you learn about obstetrics somebody'll come along with a cure for it."

Fifteen

#### The Goat Congratulates



Left to right: A. H. Thom; W. G. Wight; W. J. Kuehl; Orville E. Glass.

Newly-installed officers of the Wisconsin Passenger Club (Milwaukee) are Alvin H. Thom, TPA, Frisco, president; Orville E. Glass, ADTA, CMStP&P, vice president; William J. Kuehl, CPA, NYC, secretary-treasurer.

Directors are V. K. Dietel, B&O; G. G. MacCarthy, C&NW; W. G. Wight, C&NW; M. C. Toll, CMStP&P.

#### Aboard the Empire Builder

Sir Harry Brittain, chairman of the Publicity Bureau, Great Britain Travel Association, London, England, was a recent passenger on Great Northern's streamlined Empire Builder from Seattle, Washington, to Chicago, Illinois. He is the founder and organizer of the Pilgrim Society of London and New York and is a former member of Parliament. He is also a director of 34 British newspapers and a number of business concerns.

Sixteen

#### TOP O' THE WEST-concluded

the historic rail trip down the North Bank of the Columbia River to Portland, through the heavily timbered mountains and beautiful lakes from Spokane, the Idaho panhandle, where Great Northern rails follow the Pend Oreille, Kootenai and Flathead Rivers, and where cascades, waterfalls and sudden canyon views make this among the most scenic areas in North America

The cost of \$256.30 from Chicago, and \$238.78 from the Twin Cities of Minneapolis and St. Paul, covers virtually all expenses for the entire period except for items of a personal nature, tips and taxi fares in Portland and Seattle. Luncheon, when traveling on trains, is purposely left to individual discretion. Each member of the party is provided with a booklet of prepaid coupons, one to cover each included item. There are no hidden expenses; taxes, Federal, State and local, are included.

Aboard the streamliners Empire Builder and Western Star, travel is in reserved individual reclining seat Day-Nite coaches with full-length leg rests, commodious restrooms. wide picture windows, air conditioning and controlled lighting. Off the train overnight accommodations are in the finest National Parks and city hotels, in rooms with private bath. Wonderful meals on Great Northern dining cars and in the very best hotel dining rooms, with a full selection available (except steaks) from regular menus. Everywhere a program of the finest motor tours with experienced guide-lecturers. nominal additional cost, the same tour is available with travel in Pullman sleeping cars.

New address of Great Northern Railway's traffic office in Los Angeles, California is Room 317, Five Ten West Sixth Street Building, Los Angeles 14, California.

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North Dakota Agricultural College School of Pharmacy tour party boards Great Northern's streamlined Western Star at Fargo. Olson photo.

#### NDAC Pharmacy Tour

Special party groups traveling via Great Northern Railway's streamlined Western Star during March included 30 students of the North Dakota Agricultural College School of Pharmacy at Fargo, North Dakota.

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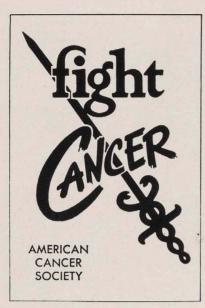
En route to research laboratories and pharmaceutical manufacturing establishments in Chicago and Indiana, the group was headed by Dr. John P. Street, assistant professor of Pharmacy at NDAC was accompanied by James W. Stone, representative from Eli Lilly and Company, and S. T. Thomas traveling passenger agent, Burlington Railroad.

Highlights of the trip included visits and tours of the Eli Lilly and Company research laboratories in Indianapolis, Indiana, the Commercial Solvents Company plant in Terre Haute, Indiana, and the G. D. Searles Company establishment in Chicago.

The return trip from Chicago to Fargo also was made aboard the Western Star.

W. R. Richter, GN assistant trainmaster at Grand Forks, North Dakota, has been appointed trainmaster at Kelly Lake, Minnesota, succeeding R. W. Downing, recently named superintendent of the Minot division. S. G. Nelson, assistant to the Kelly Lake trainmaster, has been promoted to transportation inspector for lines East of Williston, North Dakota, with headquarters at Willmar, Minnesota.

Seventeen



#### REGATTA—concluded

the banks of the ship canal and the shores of Lake Washington to witness the colorful marine pageant which runs for several hours.

The first section of the parade is always the big racing and cruising sailboats which participate in the famous ocean races. Power boats tow long strings of smaller racing sailboats which have no engines.

Following the sailboats come power squadrons which maintain precision formations that would please the crustiest admiral. In the ancient tradition of the sea, crews of the big sailboats man the yardarms high above the deck when passing in review. Other crew members stand at attention along the rail. Tradition is somewhat flaunted on the deck, at least to the extent that the crew, more often than not, consists

of a bevy of bathing beauties. Each boat dips its colors as it passes the reviewing yacht, and the Commodore acknowledges with a salute.

Following the parade, races and water skiing exhibitions take place in Lake Washington. Power craft hold a predicted log race which is not a test of speed, but a test of the skipper's skill in estimating how long it will take his boat to cover a certain course laid out in advance.

Meanwhile, sailboats hoist canvas for an "all classes" race in which as many as 200 boats participate. One of the most thrilling moments in such a contest occurs when a dozen or so boats jam up at one of the marker buoys. The smallest sailing dingy may demand the right of way from a huge sailboat. If the master of the larger vessel so much as brushes the dingy, he is disqualified.

#### Seattle Host to ABC

The Seattle, Washington, Field Artillery Armory has been converted into one of the most spectacular and colorful bowling layouts in the 51-year history of the American Bowling Congress.

More than 3,000 five-man teams from all over the country will roll before the six-weeks program, the biggest indoor sports tournament in the world, comes to a close on May 3. The tournament began March 20.

This is the first time the ABC has been held in the Pacific Northwest, and only the second time on the entire West Coast. Los Angeles was host city in 1947.

#### Bereavement

Russell P. Santal of St. Paul, Minnesota, Great Northern Railway advertising department chief clerk, passed away March 18, 1954.

Eighteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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#### Washington State Apple Blossom Festival

Visitors can feel the excitement in the air on the morning of the Washington State Apple Blossom Festival Grand Parade at Wenatchee, "Apple Capital of the World". The same breezes which flutter the gay street flags bring the fragrance of apple blossoms from the surrounding orchards.

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The parade, one of the biggest and most colorful staged annually in the United States, is the climax of the Apple Blossom Festival, April 29 through May 1, a three-day salute to Washington's \$100,000,000 apple industry. Sponsored by the Wenatchee Chamber of Commerce, the event salutes the entire apple industry of the State of Washington. Great Northern Railway's huge Appleyard Terminal at Wenatchee, is the ship-

ping point for approximately 20,000 refrigerator carloads of choice Washington apples annually.

It is estimated that more than 100,000 persons will attend the festival this year, and at least that many will see the Grand Parade on the final day of the celebration. The Northwest's finest marching units, bands, uniformed riding brigades, high-stepping drum majorettes and dozens of floats decorated with thousands of apple blossoms participate in the two-hour-long-procession.

Great Northern streamliners Empire Builder and Western Star will bring hundreds of spectators to the colorful event. A special Great Northern train from Everett, Washington, will carry some 800 persons.

(Concluded on page 20)

Nineteen

#### The Goat Congratulates



Lohrfink

Officers elected to head the American Association of Passenger Rate Men, Eastern Region, at the organizations annual banquet and election held March 16 in New York City, included the following:

J. Lohrfink, NYC, New York City, president; Henry J. Clody, Trunk Line-Central Passenger Committee, New York City, assistant president; T. O. Hass, PRR, Philadelphia, secretary-treasurer; Charles B. Salmon, B&O, New York City, national vice president.

#### APPLE BLOSSOMS—concluded

The GN "special" is chartered each year for the scenic three-hour trip to Wenatchee by the Everett Junior Chamber of Commerce.

Each year the celebration is inaugurated by the coronation of a Queen during starlight ceremonies in the Apple Bowl. Other events include an industrial and agricultural exposition, horse shows, band jamborees and a fireworks display. On April 30, the elaborate Queen's Ball takes place. In addition to the Grand Parade, a School Parade features some 3,500 students and many high school bands. Other local events take place in nearby communities.

At Blossomtime, the "magic" Wenatchee Valley is transformed into a wonderland of white and pink blossoms. One of the most magnificent views of the valley is from famed Ohme Gardens, high atop a mountain overlooking the city. Thousands of acres of blossoming orchards form patterns in the valley which is pro-

tected by snow-clad mountains and traversed by the Columbia and Wenatchee Rivers.

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Queen of the 1954 Apple Blossom Festival will be Carol Lee Jessup, honor student of Wenatchee High School. The Royal Princesses will be Corinne Ann Bellas and Beverly Jean Shadbolt. Queen Carol is the daughter of J. M. Jessup, Great Northern Railway stationary engineer at Appleyard.

#### Alaska Line Schedules

All four Alaska Steamship Company passenger vessels will be in service by May, carrying vacationists from Seattle to Alaska the land of totem poles, glaciers, salmon canneries and majestic scenery.

At present, two of the company's vessels provide weekly service with departures from Seattle every Friday.

Beginning May 21, and continuing through September 3, ships will leave Seattle every Wednesday and Friday. The Alaska and the Aleutian will sail on Wednesdays and the Baranof and Denali on Fridays.

All Alaska Line cruise ships will call at Ketchikan, Juneau and Seward during their 12-day voyages. While ships are docked at Seward, passengers may make the trip to Anchorage over the Alaska Railroad.

In addition to Ketchikan, Juneau and Seward, the Alaska will call at Sitka, Kodiak, Petersburg and Wrangell; the Aleutian at Wrangell and Cordova; the Baranof at Petersburg and Valdez, and the Denali at Cordova, Valdez and Sitka.

#### Furlough Fares

Special reduced rate round trip railway coach fares between points in the United States for military personnel traveling in uniform only at their own expense have been extended to June 30, 1954.

Twenty

#### Julia Wades-in-the-Water

Julia Wades-in-the-Water, long time resident of the Blackfeet Indian Reservation adjoining Glacier National Park in Montana, passed away January 5, 1954.

Named Under Owl Woman, when she was born in 1870 in the vicinity of Standoff, Alberta, Canada, she was a member of the Blackfeet aristocracy. Her father was Big Crow, ruling chief of the Fat Roosters band of the Piegan branch of the Blackfeet. Her mother was Horse Catch Woman.

A small child when her parents died, she went to live with a white family at Wolf Point, Montana, where she was called Julia. There she learned to speak English. She also learned the Sioux language so well that she was sometimes referred to as "the Blackfeet woman who talks Sioux".

In 1915, she married Chief Wades-in-the-Water, then an Indian police officer. When he became chief of the Blackfeet police force, Julia became the first policewoman in Montana.

Julia was an expert in Blackfeet artcraft—the making of tepees, parfleche bags, ceremonial robes of deerskin, and decoration with beads, porcupine quills and paints of berry juices and colored earth. She was active, too, in the affairs of the Blackfeet and was a power in tribal politics.

Chief Wades-in-the-Water and his wife often left the reservation on travels which took them to many parts of the country. Upon one occasion they were guests of President Calvin Coolidge at the White House in Washington. When Queen Marie of Rumania toured the Western United States, they entertained her in their tepee on the grounds of Glacier Park Hotel.

In 1946 her likeness appeared on



Julia Wades-in-the-Water 1870-1954.

Great Northern's Indian art calendar, reproduced from a painting by the late Winold Reiss. The same portrait is also reproduced on the railway's playing cards.

#### Grand Coulee Service

Daily all-year motor coach service is provided by Okanogan Valley Lines between Spokane, Washington, and Grand Coulee Dam on the following schedule:

Going Returning 1:30 PM Lv Spokane Returning 3:30 PM Ar Coulee Dam...LV 10:40 AM (overnight in Grand Coulee)

During the period June 13 through September 12, Gray Line daily conducted sightseeing tours from Spokane to Grand Coulee are scheduled as follows:

Going Returning
11:00 AM Lv Spokane .....Ar 7:00 PM
1:00 PM Ar Coulee Dam...Lv 5:00 PM

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#### The Goat Congratulates



Kushmore

The Philadel-Passenger Association has chosen A. W. Kushmore of the Reading Company as its president for 1954. Other newlyelected officers include W. W. Greene, C&NW. first vice president; E. H. Hatfield, Jr., SF. second vice

president; C. M. Hutchinson, SP, secretary; A. R. Kruse, CB&Q, treasurer, and G. P. Morgan, B&O, historian.

Named to the board of governors were T. F. Stefanski, PRR; R. E. Dunn, PRR, and R. L. Roberts, MP. Directors are M. H. Eckhardt, PRR; N. S. Long, ACL; C. R. Meister, B&O; F. W. R. Kirkpatrick, PRR; H. F. Farr, UP; E. R. Brown, CP; F. S. Benoliel, CN; J. R. Kulp, PRR, and H. V. Dansey, Reading.

#### GN Industrial Sites

Purchase by the Pacific Coast Railroad Company of 260 acres of undeveloped industrial property in the Earlington area adjoining Renton, Washington, is announced by Thomas Balmer, president of the railroad.

The Pacific Coast Railroad, a subsidiary of Great Northern Railway and of which Mr. Balmer is Western vice president, acquired the property in what is considered one of the largest transactions of its kind in the Seattle area in recent years.

The purchase embraces six adjoining parcels of land, including the 86-acre Earlington golf course. The

railway's industrial development and engineering forces will undertake a comprehensive survey of the property immediately, pointing toward the orderly development of the tract as a planned industrial district. Meanwhile, the golf course will continue to operate under lease. The remaining acreage has been leased for agricultural purposes.

In acquiring this property, the railway continues to follow the progressive development policies enunciated by Great Northern's founder and builder, James J. Hill. When Mr. Hill brought his line into Seattle in 1893 he purchased extensive properties for future development in the tide flats area which has since become Seattle's principal industrial district. Today, most of those properties have been sold, and on them are located many of the city's outstanding industries.

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With purchase of the Earlington tract and other properties held in the Seattle and Renton areas, Great Northern continues the policy of providing sites for industrial expansion adjacent to its lines.

The Earlington property is described as the last remaining large area of potential industrial land adjacent to the railway lines between Seattle, Black River Junction and Renton, ideally suited to the region's industrial expansion requirements. A fairly level tract, in close proximity to four arterial highways from Seattle and two from Renton, its size makes it readily adaptable to a comprehensive plan for development, including spur tracks, access roads, utilities and drainage facilities.

Vincent D. Miller, Incorporated, represented the property owners in the transaction, which was handled by John F. Miller, executive vice president of the firm, and E. H. Rostad, industrial specialist.

Twenty-two

# Glanings Members of the Veterans' Associ-

ation of the Great Northern Railway reported deceased during March, 1954, are: Henry E. Bassford, agent, Priest River, Idaho; Ralph R. Davis, locomotive engineer, St. Paul, Minn.; Olof Gradin, assistant car foreman, Eau Claire, Wis.; Leroy K. Hallman, conductor, Willmar, Minn.; James B. Haslet, locomotive foreman, Los Angeles, Cal.; J. Henry Hoelscher, joint facility accountant, St. Paul, Minn.; William Knopke, engineer, Crookston, Minn.; Kesagoro Kusumoto, extra gang foreman, Whitefish, Mont.; Louis D. Meulen, locomotive engineer, Minot, N. D.; Perry D. Martin, section foreman, Stanford, Mont.; Lawrence A. Paradis, water service foreman, Pipestone, Minn.; Chris J. Peters, roundhouse foreman, Sandstone, Minn.; Orrin H. Redfield, engineer, Willmar, Minn.; James Rowe, foreman, Minneapolis, Minn.; Ernest S. Rutherford, locomotive engineer, Great Falls, Mont.; Russell P. Santal, chief clerk, advertising department, St. Paul, Minn.; Edward W. Splan, engineer, Great Falls, Mont.

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Members reported pensioned during March, 1954, are: Gordon F. Bohmbach, locomotive engineer, Minneapolis, Minn.; Lionel E. Cordingley, conductor, Fargo, N. D.; Henry W. Holzapfel, towerman, Sioux Falls, S. D.; Victor J. Josephson, agent, Klamath Falls, Ore.; Roscoe O. Lewis, agent, Kolin, Mont.; Ernest

E. Pike, division storekeeper, Minneapolis, Minn.; Angelo I. Stathis, section laborer, Sioux City, Iowa; Chandler C. Ward, warehouse foreman, Moorhead, Minn.

Effective April 5, 1954, the Union Pacific Railroad turned over to the Northern Pacific Railway, the operation of night pool trains 401 and 402 between Portland, Oregon, Tacoma and Seattle, Washington. No change is contemplated in the schedule, but these trains now arrive at and depart from the King Street Station instead of the Union Station in Seattle.

Daylight Saving Time will begin Sunday, April 25, in British Columbia.

The Boy Scouts of America have issued a 94-page illustrated booklet on railroading designed especially for Scouts who aspire to earn the coveted merit badge. Copies may be secured from Scout Headquarters, 2 Park Avenue, new York City, 16. Cost is 25 cents per copy.

The Federal rail transportation tax was reduced from 15 per cent to 10 per cent, effective April 1, 1954.

Twenty-three





## Relax

Between Chicago Portland - Seattle

You always go Great when you go





streamlined

### EMPIRE BUILDER WESTERN STAR

Connections in Seattle and Portland with Streamliners to and from California

Form 6009 4-54

Printed in U. S. A.

The Great Morthern
GOAT



S. A.

## Measuring Glaciers

IN GLACIER NATIONAL PARK



Thickness measurements are taken through natural holes called "Moulins" or "ice wells".

Roof of this ice cave at Sperry Glacier is about 45 feet above the water. The small lake is formed by melting ice.

Danger of walking alone on the ice is illustrated by this almost melted ice bridge at Grinnell Glacier.



National Park Service and Geodetic Survey members plot the size of Grinnell Glacier.



Huge icebergs float in the deep lake at the extreme end of Grinnell Glacier.

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#### Government Survey Crews Map Glaciers

A glacier may be defined as a mass of ice that forms from compacted snow in a region of perennial frost, and slowly moves under the pull of gravity until it melts in a warmer region or breaks off as icebergs into a lake, river or the sea.

During wintertime, the surfaces of the glaciers receive additional snow from storms, winds and slides from higher slopes. In Montana's Glacier National Park, the glaciers generally are located on the leeward side of mountain walls over which much snow is blown, piling up in tremendous drifts.

Several of these huge masses of ice, the 60 glittering glaciers from which Glacier National Park gets its name, are measured periodically to determine whether they are increasing in size or shrinking, the directions in which they are moving, and the degree of their activity. The measuring takes place in spectacular mountain country with massive peaks and deep lakes with floating icebergs broken from the face of the glaciers.

Each September, when most of the snow cover has melted from the surface of the ice, an attempt is made to survey the three largest glaciers in the Park—Sperry, Grinnell and Jackson. The attempt is not always successful, however, as weather conditions sometimes interfere.

Sperry, largest glacier in the Park, covers an area of roughly 72 square blocks and is located on the Western side of the Continental Divide above Avalanche Lake. Grinnell, somewhat smaller, measures approximately 255 acres and is situated in the mountains behind famed Many Glacier Hotel. Jackson lies to the Southeast of Sperry Glacier.

Last measurement of Grinnell

Glacier took place in September of 1953. Ranger-naturalist Don Robinson of the National Park Service and Jess L. Colbert and David Holm of the United States Geodetic Survey, carrying heavy measuring and surveying equipment, hiked to the glacier, one of the most visited in the Park by summer vacationists because of its accessibility.

Rocks that have previously been marked with paint, are charted in their exact positions on a large board. The altitude of the rocks are noted also. The present positions then are compared with those of previous years and from this can be determined what increase or decrease in volume has occurred, and how fast the glacier is moving and in what direction. Rate of flow is dependent upon the depth of the glacier, the slope and topography of the bed, the slope of the surface, the amount of included water, and temperature. Since it takes time to make these computations, the official report is not available for many months.

The ice masses in Glacier National Park, like others on the North American continent have been slowly shrinking for many years, although they are among the largest in the Rocky Mountains of the United States.

Observers believe that Grinnell Glacier lost little if any volume compared with 1952 because of heavy late spring snows in 1953 that kept the ice blanketed throughout the summer. Greater than usual snowfall during the winter just past, likewise should have a beneficial effect.

Pictures reproduced on page two, and much of the factual material used in the above article was furnished by Jim Davis, Apgar Village, Glacier National Park, Montana.

Three



Vol. 24 May, 1954 No. 5

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.

#### J. M. HAGEN, Editor

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

#### The Goat's Cover



With all her canvas aloft, the sailing vessel Swiftsure skims the briny waters of the Strait of Juan de Fuca, in Washington State. Hertz photo.

#### Your Railroads

American railroads operated at a new high record of efficiency in 1953 both freight and passengerwise.

Not only did they handle more tons of freight per train in 1953 than ever before, but those trains were moved at a high record speed and the average output of transportation per train hour was the greatest on record.

Class I railroads in 1953 moved an average of 23,443 net ton-miles of freight per train hour. This was more than three times as great as the average for 1920 and approximately one-third above that for the year 1943. The 1953 average also was an increase of 878 net ton miles above the 1952 average.

The average speed of freight trains in 1953 also was greater than in any preceding year, amounting to 18.2 miles per hour for all freight trains operated by Class I railroads. In 1952 the average was 17.6 miles, and in 1943, 15.4 miles. These averages cover all freight trains, local as well as through trains, from terminal to terminal, and take into consideration all stops. The average in 1953 was an increase of 77 per cent compared with that in 1920 and 18 per cent compared with ten years ago.

More freight cars per train were handled by Class I railroads in 1953 than ever before, the average being 63.2 cars compared with 61.6 cars in the preceding year and 35.6 cars in 1920.

Average speed of locomotive-propelled passenger trains, between terminals and including stops, was 40.7 miles per hour in 1953 compared with 39.9 miles per hour in 1952 and 35.7 miles per hour ten years ago.

Four

THE STREAMLINED EMPIRE BUILDER

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#### Portland's 46th Annual Rose Festival

The "City of Roses", Portland, Oregon, is preparing another gay welcome for the returning queen of flowers, the Rose, June 9 through 13.

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Juggling the Festival's traditional order of events, the sponsors have made several changes in the 1954 celebration schedule.

Most significant is the decision to present the spectacular grand floral parade on Saturday, June 12, instead of on a Friday morning as in years past. The switch was made to enable more people to see the world-famed floral procession.

"Legends in Flowers" is the theme for this year's parade. Fifty allfloral floats and a like number of bands and colorfully costumed marching units will travel the five mile parade route through the heart of the city. Festival officials anticipate over one million spectators to line Portland streets on parade day.

The change in grand floral parade day shifts the Junior Rose Festival parade to the afternoon of June 11. Also, "Marine Day" events on the Willamette River will come on Sunday, June 13.

"Starlight Serenade" with television host Ed Sullivan as master of ceremonies on the evening of June 10, and "Spotlight on Stars", the following evening, are outstanding entertainment attractions to be presented in Multnomah Civic Stadium. All types of music from Be-bop to Bach will be heard in the sensational two-night musical extravaganza featuring the nation's top in-

(Concluded on page 6)

Five

#### Appointment



Wyatt

Roy L. Wyatt, Great Northern Railway assistant general freight a gent at Spokane, Washington, has been appointed general chairman of that city's 1954-55 United Crusade campaign to beheld next October.

Wyatt, active in civic affairs, has served in every Community Chest drive during the seven years he has been a resident of Spokane, and was chairman of the transportation division of the United Crusade drive last year. He is a member of the Inland Empire Council of the Boy Scouts of America, and a past president of the Spokane Transportation Club.

#### GN Dieselization

A fifth Great Northern Railway operating division has been completely dieselized.

It is the 1,422-mile Butte division with headquarters in Great Falls, Montana. The mileage is in Montana chiefly and also extends into Western North Dakota.

Diesel-electric locomotives now move all Great Northern trains and do all switching in the territory between Williston, North Dakota, and the Pacific Coast with the exception of the electrified segment of line. This embraces 3,770 miles of the 8,300-mile Great Northern system.

On the four Eastern divisions, both diesel-electrics and steam locomotives are in use. In this territory diesels handle all passenger trains and most of the freight trains and switching.

#### Chicago Sightseeing

Beginning May 15, visitors to Chicago may avail themselves of two-hour shore line cruises aboard Mercury's "Streamliner", the city's newest sightseeing boat. Daily trips are scheduled from the Mercury Dock at Wacker Drive and the Michigan Avenue Bridge at 10 AM, 1:30 PM, 3:45 PM, 7:45 PM, and 10 PM. Fare, including tax, is \$1.75. A special midnight cruise is operated at a fare of \$1.25, including tax.

Leaving the dock, the "Streamliner" passes up the Chicago River, through the locks into Lake Michigan, then heads Northward past Navy Pier, the Gold Coast, the beaches, Lincoln Park and the famed Outer Drive, then South through the Yacht Harbor, past Grant Park, Buckingham Fountain, Field Museum, Shedd Aquarium, Adler Planetarium, Meigs Field, and the many large hotels and buildings that make up the city's spectacular skyline.

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The "Streamliner" has a capacity of 100 persons, is heated as the weather requires, and carries ship to shore telephone, snack bar and rest rooms.

#### ROSE FESTIVAL—concluded

strumental, vocal and other talent, including Frankie Carle, David Rose, Pat O'Brien and the Portland Symphony Orchestra.

Other major events include the Queen Selection and Coronation June 9; the 66th Annual Rose Show June 11 and 12, and for the winter sports-minded, the Golden Rose Ski Tournament, last major ski race of the season, held on the slopes of nearby Mount Hood, June 13.

Street dancing, art festivals, "knighting" of distinguished visitors, devotional services and tours of public and private gardens round out the 1954 Rose Festival program.

Six



#### Bowling Officials Travel GN

A special party comprised of 34 American Bowling Congress officials, directors and their wives, headed by Dr. Joel Barnhard of Columbus, Ohio, ABC vice president, recently traveled between Chicago and Seattle aboard Great Northern Railway's streamlined Empire Builder.

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The group which left Chicago April 3, was bound for the American Bowling Congress tournament held in Seattle, March 20 through May 2. Approximately 20 Seattlebound ABC contestants also were passengers on the same streamliner.

In honor of Mrs. Bernhard's birthday which fell on the departure date, April 3, a huge cake inscribed "Happy Birthday, Dorothy", was provided and served to the group following dinner.

Top flight bowlers from all over the country, more than 3,000 five man teams, competed at Seattle's Field Artillery Armory in the 1954 American Bowling Congress, the biggest indoor sports tournament in the world. Only once before has the ABC been held in a West Coast city, that was in 1947 at Los Angeles.

#### The Goat Congratulates

The Washington (D. C.) Passenger Association elected the following as officers for 1954: James B. Cunningham, CMStP&P, president; Lewis Wroe, SAL, first vice president; Kenneth H. Karriker, C&NW, second vice president; William P. Higgins, PRR, secretary-treasurer.

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



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#### GN Freight Department Personnel Changes

B. C. Culbertson, Great Northern Railway general agent at Milwaukee, Wisconsin, retired effective Abril 30. He is succeeded by H. K. Osterbeck, traveling freight agent there.

Transferred to Milwaukee traveling freight agent succeeding Osterbeck, is M. F. Munns, city freight agent at Fargo, North Dakota.

Culbertson's GN service, all in Milwaukee, dates from 1917. Beginning as a clerk, he subsequently became chief clerk, traveling freight and passenger agent, and assistant general agent, before appointment as general agent in 1929.

Osterbeck has been traveling freight agent with headquarters in Milwaukee since 1948. He joined the railway as chief clerk in Detroit in 1936. For 13 years before that he was clerk and city freight agent for the New York Central in Detroit.

Munns entered GN service at Duluth, Minnesota, in 1948 as a steno-clerk, becoming rate clerk and chief clerk before transfer to Fargo last year.

W. A. Reiter succeeds Munns as Fargo city freight agent. He has been with Great Northern since 1940, serving in St. Paul, Minnesota, until transfer to Dallas, Texas, in 1947.

#### Puget Sound Steamship Service

Canadian Pacific Puget Sound summer line steamship service between Seattle, Washington, Victoria and

Vancouver, British Columbia, will be operated on the following schedule:

#### APRIL 25 THROUGH MAY 31, 1954

10:59PM 6:00AM	8:00AM 11:50AM 2:30PM 7:00PM	Lv Ar Lv Ar	Seattle Victoria Victoria Vancouver	Ar Lv Ar Lv	9:00PM 5:00PM 1:45PM 9:15AM	6:00AM 10:59PM
		JUNE 1	THROUGH SEPTEMBER	25, 19	54	

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10:59PM 6:00AM	8:00AM 11:50AM 1:10PM 5:25PM	Lv Ar Lv Ar	Seattle Victoria Victoria Vancouver	Ar Lv Ar Lv	9:00PM 5:00PM 2:15PM 10:00AM	6:00AM 10:59PM

Eight

THE STREAMLINED INTERNATIONALS



GN's venerable William Crooks, first steam locomotive to operate in Minnesota.

#### Permanent "Pasture" for the William Crooks

The 93-year-old William Crooks, first steam locomotive to operate in Minnesota and considerable adjacent territory, now is on permanent public display in the lobby of the Saint Paul Union Depot.

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Resplendent in the gleaming brass and bright coloring of Civil War days, the old-timer stands but a half mile from the Mississippi river bank where its historic unloading from a steamboat took place in 1861.

Four 30-ton tandem trailers movthe dismantled ancestor of modern motive power the one and one-half miles between GN's roundhouse and the depot. Then came restoration to former glory by the same skilled Great Northern mechanics who had cared for the locomotive during recent years when the roundhouse was its home.

In the depot 54 feet of track had been built, using 56-pound rail reminiscent of the William Crooks' early years. A reinforced concrete slab nine inches thick was laid on top of the existing eight inch concrete floor and its strong columns beneath, to support the 40 tons of engine and tender.

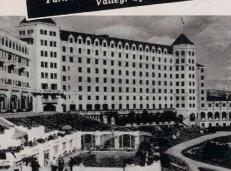
The William Crooks pioneered regular train service in 1862 between St. Paul and St. Anthony. The latter, 11 miles away, now is Minneapolis. The railway then was the St. Paul & Pacific, early Great Northern predecessor.

(Concluded on page 12)

Nine



A mountain sheep ventures close to Glacier Park's Many Glacier Hotel in Swiftcurrent Valley. Spring photo.



Chateau Lake Louise and heated swimming pool in the magnificent Canadian Rockies.

CP Ry. photo.



The newly-completed picturesque lodge at Jasper National Park, Alberta, Canada. CN Ry. photo.

## Glacier Va

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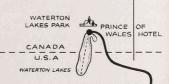
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TO AND FROM BANFF LAKE LOUISE, JASPER



MANY GLACIER
HOTEL

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TO AND FROM
PACIFIC NORTHWEST
CALIFORNIA, ALASKA,
CANADA



TO AND FROM YELLOWSTONE PARK



Snow-capped Mount Rainier rises higher Seattle, Washington, "Queen City of Pugitar", Roger Dudley photo

THE PARTY NAMED IN

# e National Park THE "HUB" FOR 1954 VACATIONS

Glacier National Park in the Montana olocky Mountains, on Great Northern lailway's main line, is ideally located trith respect to other popular Western cacation areas.

To the North lie the famed areas of the Canadian Rockies-Banff, Lake blouise and Jasper. To the West, Mount i Rainier National Park, Olympic National Park, Mount Baker National Forest, the Mount Hood recreational area, the Pacific beaches, the Inland Empire, the great cities of the Pacific (Continued on page 12)



Prince of Wales Hotel, the stopping point for American visitors to the Canadian Rockies country.



t Ranger-naturalists interpret Blackfeet names and legends of Glacier Park's many wonders. Spring photo.



The mighty Columbia River flows through this scenic gorge to the sea.

Photo-Art photo.



A \$73,000,000 steel and concrete bridge spans the Golden Gate at San Fran-cisco. Don Knight photo.

o blabove Seat t Sound".

ROM VE PARK

## Appointment



McKinstry

Melville (Jack)
McKinstry, vice
president and
manager of
Alexander&
Baldwin, Ltd.,
Seattle, Washington has been
appointed general manager of
the Alaska
Steamship Company.

A former Alaska Line employe, McKinstry returns to manage the firm he served from 1933 to 1942 as assistant to the vice president and general manager, operating superintendent, and executive assistant, consecutively.

#### WILLIAM CROOKS—concluded

The locomotive's many assignments took it all over James J. Hill's expanding railway empire, including the Pacific Northwest. As heavier motive power came into use, the William Crooks, which still bears the honored No. 1 in Great Northern's steam fleet, became a relic.

Going on exhibition tours has been the locomotive's only duty for many years. Always it traveled under its own power, drawing two replicas of early day passenger cars. In 1939 the William Crooks went to the New York World's Fair. It took part in pageantry at the Chicago Bailroad Fair in 1948-1949, and in 1950 made a run to Fargo, North Dakota, to participate in that city's 75th Anniversary Celebration.

The William Crooks is the second steam locomotive placed on permanent exhibition by Great Northern to remind of a vanishing era in railway motive power. A larger one of 1907 vintage went into Seattle's Woodland Park in 1953.

GLACIER PARK—continued

Northwest—Spokane, Tacoma and Seattle in Washington, Portland, Oregon, Vancouver and Victoria in British Columbia.

Direct service to Alaska, the Hawaiian Islands and the Orient is available from Seattle and Vancouver. California, too, is conveniently reached. GN's Western Star, the sleek streamliner that serves Glacier Park daily during the summer vacation season June 15 through September 10, and the Empire Builder, connect at Portland and Seattle with streamliners to and from California. Westerners traveling to Minnesota and Wisconsin vacationlands or to Eastern points also may stop off at Glacier Park en route.

While many visitors remain in Glacier Park for extended periods, those whose time is limited or who are intent on "covering ground", may stop off at the Park for from one to five days or longer and continue whenever they desire.

Low-cost, all-expense "stop-off" tours in the Park have been arranged ranging from one to five days, and even the shortest at a flat rate of \$25 includes fine hotel accommodations, superb meals, motor coach sight-seeing and launch transportation. Longer tours cover additional sections of Glacier and its Canadian neighbor Waterton Lakes National Park, and provide more time for fishing, riding, hiking, boating, golf and other entertainment at the various hotel centers.

Passengers may stop over for a tour either Westbound from Chicago or Eastbound from California and the Pacific Northwest, then continue their journey at no additional rail fare. Or trips may be extended from Waterton to Banff, Lake Louise, Jasper and other vacation spots in the Canadian Rockies. Canadian visitors can reverse this itinerary.

(Concluded on page 14)

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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"What did mama's little boy learn in school today?" simpered a lady at her offspring.

"I learned two boys," responded Junior, "not to call me 'mama's little boy'."

#### So Long

Two drunks sat at a table in a barroom discussing topics of all sorts in a somewhat garbled manner. Then one drunk tipped back his chair, lost his balance and landed flat on the floor.

The other drunk looked across the table and asked in a worried voice, "Hey, there, you're coming back, aren't you?"

#### Fair Enough

Boss: "There's \$12.00 gone from the cash drawer, Miss Brown. You and I are the only ones who have a key to it."

Miss Brown: "Well, let's each put in \$6.00 and say nothing about it."

#### No Future

Michael had taken a rather strong dislike to kindergarten. All persuasion failed and his mother in desperation told him firmly that he would have to go.

"All right, Mother," retorted Michael. "If you want me to grow up into a darn bead-stringer, I'll go."

#### Post Graduate

Daughter: "Yes, I've graduated, but now I must inform myself in psychology, philosophy, bibli—."

Practical Mother: "Stop; I have arranged for you a thorough course in roastology, boilology, stitchology, darnology, patchology, and general domestic hustleology."

#### Justice

Tourist: "I clearly had the rightof-way when this man ran into me, and yet you say I was to blame."

Local Cop: "You most certainly were."

Tourist: "Why?"

Local Cop: "Because his father is mayor, his brother is chief-of-police, and I go with his sister."

#### Help Wanted

Office Boy: "I think I know what's wrong with this country!"

Executive: "And what's that son?"

Office Boy: "We're trying to run
America with only one vice-president."

#### Opened By Mistake

Wife: "I'm sorry to phone you at the office, but you have a special delivery letter, which just arrived, marked 'Private and Personal'."

Husband: "Okay. What does it say?"

Thirteen

# Poppy Day



The annual Buddy Poppy sale of the Veterans of Foreign Wars will once again be held throughout the nation the week of Memorial Day, May 24-30.

#### GLACIER PARK—concluded

For the 1954 season a wide variety of pre-arranged and personally conducted tours have been arranged by Great Northern Railway and independent travel agencies.

Topping the list is GN's "Top O' The West" Economy Tour featuring in combination with Glacier, the highlights of the Pacific Northwest including Portland, the Columbia River Highway, Mount Hood and Timberline Lodge, Mount Rainier National Park, Seattle, and a steamship cruise to quaint Victoria, British Columbia.

Other tours feature Glacier in various combinations with Yellow-

stone, the Pacific Northwest, California and the Canadian Rockies.

For Californians, the railway's popular nine-day "Carefree Vacations" from Los Angeles, San Francisco and Oakland include Portland; Lake McDonald Hotel, Logan Pass, Going-to-the-Sun Highway, Many Glacier Hotel and Glacier Park Hotel in Glacier National Park, and Prince of Wales Hotel in Canada's adjoining Waterton Lakes Park.

An 11-day "Carefree Tour" includes in addition, Yellowstone National Park, returning via Ogden, Utah. A 13-day tour similarily includes Portland and Glacier Park plus several days in the Canadian Rockies with return via Vancouver, British Columbia.

The 15-day "Carefree Tour" includes the above features plus additional days in the Canadian Rockies.

# GN Passenger Train Schedule Changes

Minor changes have been made in schedules of passenger trains on Great Northern's Cascade division as follows:

Between Seattle, Washington, and Vancouver, British Columbia, train 355, the Southbound International now leaves Mount Vernon at 10:46 AM, leaves Everett 11:25 AM. Train 356, the Northbound International now leaves Mount Vernon at 9:41 AM. Local Northbound train 358 now leaves Everett at 9:25 AM, Mount Vernon 10:30 AM, Bellingham 11:32 AM and Blaine 12:10 PM.

Wenatchee-Seattle train 5, the Westbound Cascadian now operates somewhat earlier between Cashmere and Interbay. Leave Cashmere 1:00 PM, Leavenworth 1:20 PM, Skykomish 2:50 PM, Everett 4:25 PM and Interbay 5:15 PM.

Fourteen

PROGRESS IS A GREAT NORTHERN HABIT

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YOUR I



#### Vacations Grand in Lilac Land

Few cities offer Spokane's advantages as a vacation headquarters. Ringed by the towering Rockies, Cascades and Selkirks, the city is bathed by mountain breezes. Seventy-six lakes lie within a 50-mile radius, and fascinating mountain byways in nearby national parks and forests invite one to explore. Swimming, boating, hiking, hunting and horseback riding can be enjoyed within a very short distance.

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The annual Spokane Lilac Festival puts the people of the city and the surrounding Inland Empire on parade, giving them an opportunity to demonstrate their traditional friend-liness.

With the theme "Vacations Grand in Lilac Land", a beautiful girl as Queen, and the lilac which grows so profusely throughout the city as a symbol, Spokane's 1954 Lilac Festival May 9 through 15, emphasizes the advantages of Spokane and the Inland Empire as a true vacation spot of the West, the place where vacations really start.

Amid pomp and grandeur, the Lilac Queen is crowned at the Coronation Ball the evening of May 12. The Spring Lilac and Garden Show May 14 and 15 is a symphony of color, and is one of the highlights of the festival with more than 250 horticultural exhibits and 175 stunning floral arrangements.

A full-scale outdoor Art Festival, sponsored by the Washington Fine Arts Association and styled in the best Greenwich Village atmosphere is scheduled for May 13, 14 and 15.

Under twinkling stars on May 14, the Lilac Time Night Show will feature big name professional acts intermingled with the pageantry of bands and precision marching units, culminating in a sky-lighting display of fireworks.

(Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

# The Goat Congratulates



Scott

The San Francisco, California, Chapter of the International Skal Club recently elected Arthur L. "Bud" Scott, Great Northern Railway, General Agent, Passenger Department, as its president for

1954. The organization is made up of passenger transportation officials.

Other newly-elected officers of the San Francisco Chapter are George F. Hansen, passenger traffic vice president, Matson Line, vice president; Sam E. Corbin, secretary, Trans-Pacific Passenger Conference, secretary; L. S. Wilson, GPA, French Line treasurer.

Named to the executive committee were Hugh R. Cawsey, DPA, Moore-McCormack Lines, Inc.; Andrew Myser, regional manager, Sabena Airlines; R. L. Fitzpatrick, DSM, American Airlines; Ernest W. Travis, GAPD, Canadian Pacific Railway; Rowland Wilford, owner, Wilford Travel Bureau; Donald V. Briggs, Pacific Coast passenger manager, United States Lines.

# Port of Seattle Personnel Changes

Edward P. Fitzgerald, superintendent of the Port of Seattle's Salmon Bay Fishermen's Terminal, retired effective May 1. He is succeeded by Charles W. Phillips, Bell Street Terminal superintendent.

Fitzgerald, a Port of Seattle employe since 1933, had directed Fishermen's Terminal operations since 1951, before completion of the million-dollar expansion and modernization program there.

Sixteen

Phillips has been with the Port since 1929, and has worked at the Bell Street Terminal for 20 years. Harry Wright, formerly in charge of the Bell Street cold storage plant succeeds Phillips as superintendent there.

The Port Commission also announced appointment of Del W. Roberge to superintendency of the Stacy-Lander Street Terminal. Roberge, who previously headed the export department at the East Waterway Terminal, has been with the Port for a period of eight years. William M. Boucher succeeds Roberge as head of the East Waterway export department.

Changes also were made in administration of the Port's Spokane Street Terminal because many functions of this operation have been shifted to Salmon Bay.

Former Spokane Street Terminal superintendent Herbert Parish becomes office manager, and Clarence Kruse, former superintendent of the fish storage department has been appointed general foreman of cold storage.

#### LILAC FESTIVAL—concluded

The 1954 Lilac Festival finishes in a blaze of glory with the Lilac Festival-Armed Forces Day Parade on Saturday, May 15. Because May 14 is Armed Forces Day throughout the United States, the Military in and around Spokane will join hands with the Lilac Festival Association in staging one of the nation's largest and most spectacular parades.

Last year more than 250,000 spectators in ranks, files and mobs, rimmed the two and one-half mile parade route to witness the precision marching units, the colorful bands and drum corps, and flower-bedecked floats from four states and Canada.

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# GN Family Fare Plan

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Effective May 31, Great Northern Railway will offer reduced rate oneway and round-trip coach and first class Family Travel Plan tickets good for travel on its streamliners and other passenger trains.

One-way—The head of the family pays the full one-way fare. The other parent and all children of 12 and under 22 years of age each pay only 50 per cent of the one-way fare. Children of five and under 12 years of age pay only 25 per cent of the one-way fare. Children under five are carried free.

Round-trip—The head of the family pays the regular round-trip fare. The other parent and all children of 12 and under 22 years of age each pay the full one-way fare for the round trip. Children of five and under 12 each pay only 50 per cent of the one-way fare for the round trip. Children under five are carried free.

The group must leave originating point on a Monday, Tuesday or Wednesday. The return trip may commence on any day. The head of the family may return independently of the family if desired. One-way tickets are limited to four months and round-trip tickets to eight months from date of sale. Stopovers are permitted, and 300 pounds of baggage may be checked free on each family ticket.

GN's new Family Travel Plan is good between all stations on the Great Northern, and to and from stations on other participating lines. The Eastern lines will join in selling interterritorially on round-trip coach and first class fares only.

Charles A. Whims, Seattle, Great Northern Railway assistant general express agent, died April 5, 1954.

# New Goat Herder





Coppe

Hagen

Beginning with this issue, J. M. (Milt) Hagen becomes editor of The Goat, succeeding Ivan A. Coppe, whose editorial talent and skill have made the Great Northern magazine outstanding in its field.

The change in editorship will enable Mr. Coppe to devote more time to his responsibilities as Assistant Advertising Manager—but, he'll keep an expert's eye on The Goat as advisor to Mr. Hagen.

Mr. Hagen became a member of the Public Relations-Advertising staff in 1948 as a copywriter and understudy of Mr. Coppe. He became assistant editor of The Goat several months ago. In addition to his promotion to the editorship, Mr. Hagen also became Advertising Assistant on April 1.

Communications concerning The Goat should be addressed to: J. M. Hagen, Editor, Great Northern Goat, Great Northern Railway, St. Paul 1, Minnesota.

#### Hands Across the Border

Passenger men from throughout the Pacific Northwest gathered in Vancouver, British Columbia, March 27 and 28 for their annual "handsacross-the-border" meeting.

Approximately 200 Portland, Seattle and Victoria passenger men and their wives participated in the two-day program of dinners, luncheons, golf, dancing and mountain trips.

Seventeen

# The Goat Congratulates



Adams

Roy F. Adams, Great Northern-Burlington agent was named president of the Minne apolis Freight Agents Association at the organization's recent annual election of officers.

R. J. Hibbard of the Soo Line was chosen vice president and treasurer.

#### Railroad Hour

The stories of some of English literature's most famous writers will be re-enacted in the popular entertainment setting of the Railroad Hour during May and June. Each Monday evening during these two months, great tales by such literary giants as Rudyard Kipling, Oliver Wendell Holmes, Alfred Lord Tennyson, Jules Verne and Robert Louis Stevenson will be the basis of a series of original musical romances which the writing team of Lawrence and Lee has fashioned for Gordon MacRae, baritone star of the railway industry's radio show, and his weekly guest artists of the opera, concert stage, television and radio.

Broadcasts during May include "Wonderful One-Hoss Shay", on the 10th; "Around the World in 80 Days", the 17th; "Penny Whistle", the 24th, all with Lucille Norman, and "Homecoming", with Nadine Conner, the 31st.

The Railroad Hour, sponsored by the Association of American Railroads is broadcast nationwide over NBC radio at 8:00 PM Eastern Time; 7:00 PM Central Time; 9:30 PM Mountain Time, and 8:30 PM Pacific Time.

Eighteen

# Play Ball!

During the 1954 major league baseball season, the nation's 16 top teams will travel more than 200,000 miles by rail, according to a composite travel "box score" drawn up by the Association of American Railroads.

Shuttling rapidly back and forth to keep abreast of their 154-game schedules, the big league clubs do about 90 per cent of their traveling by train.

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The railroads maintain for the various teams "working timetables" which show precisely in what city and on what day and hour sleeping, lounge, dining and baggage cars are to be spotted to take care of a club which is due to hit the road. Allowances are made for the possibility of extra-inning games, postponements, suddenly arranged double-headers and other unpredictable factors.

Under the guidance of railroad passenger agents assigned to handle the travel needs of the clubs, station arrivals and departures become spectacles of clockwork precision. A major league team on the move numbers 35 to 50 people and includes players, managers, trainers, sports reporters and photographers. Railroad representatives take care of them all, making arrangements to move not only people and their personal luggage but also huge trunkloads of uniforms, bats, balls, gloves, shoes and all the other paraphernalia of the great American pastime.

Minor league clubs also travel a great deal by train, and for the same reasons: dependability of service; safety of train travel; the convenience afforded by comfortable sleeping accommodations and dining car service en route, and ample room for relaxing after a strenuous game.

# Glanings Members of the Veterans' Associ-

ation of the Great Northern Railway reported deceased during April, 1954, are: William E. Brown, carman, Waite Park, Minn.; Allen J. Dolliver, conductor, Spokane, Wash.; James W. Holman, conductor, Havre, Mont.; Robert K. Holt, conductor, Choteau, Mont.; George H. Hess, Jr., comptroller, St. Paul, Minn.; John Hefferman, delivery clerk, St. Paul, Minn.; Carl B. Johnson, conductor, Minneapolis, Minn.; Fred W. Larson, agent, Belton, Mont.; Richard W. Markstrom, telegrapher, Prentice, Wis.; Norbert E. Osgard, machinist, Sioux City, Iowa; Ingvald Torgersen, section foreman, Hancock, Minn.; Robert J. Walker, machinist, Interbay, Wash.

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Members reported pensioned during April, 1954, are: DeWitt C. Bates, general agent, Billings, Mont.; William F. Crotty, engineer, Spokane, Wash.: Charles F. Carlson, engineer, Minneapolis, Minn.; Daniel A. Danielson, conductor, Crookston, Minn.; Amil F. Herseim, crane operator, Great Falls, Mont.; Harold F. Heath, agent-telegrapher, Great Falls, Mont.; Michael Hronoski, carman, Minneapolis, Minn.; Bennie C. Ish, telegrapher, Chester, Mont.; George W. Nordstrom, traveling MCB accountant, Spokane, Wash.; Arthur L. Olson, engineer, St. Paul, Minn.; J. Merritt Rice, chief clerk, St. Paul, Minn.; Nicholas Stockhammer, assistant secretary and assistant treasurer, New York, N. Y.; Frank H. Stull, chief dispatcher, Grand Forks, N. D.; Harry Singer, mail loader, St. Paul, Minn.; Frank M. Savage, engineer, Kelly Lake, Minn.

Telephone number of Great Northern Railway's traffic office in St. Louis, Missouri, has been changed to Garfield 1-2956.

H. M. Goehring, Great Northern Railway assistant chief engineer at Seattle, Washington, since 1946, retired April 30. His successor is G. V. Guerin of St. Paul, GN bridge engineer since 1940. R. W. Gustafson, bridge engineer at Seattle, replaces Guerin in St. Paul as bridge engineer. C. D. Archibald, assistant engineer in St. Paul, becomes assistant bridge engineer in Seattle.

A. J. E. Blinkhorn, St. Paul, GN commercial telegraph agent, retired May 1. He is succeeded by John T. Spaniol, relay office manager.

LeRoy K. Shafer, St. Paul, has been appointed GN Advertising Department chief clerk succeeding the late Russell P. Santal.

Nineteen

# Add Glacier Park's Mountain Magic To Your Next Trip West



SEE LOGAN PASS on Glacier National Park's famed Goingto-the-Sun Highway. Cross Montana's Rockies.



TOUR SEATTLE, motor to Mt. Rainier National Park. Visit Portland, Mt. Hood and Victoria-Vancouver B.C.



BASK AND RELAX in California's golden sunshine. Tour San Francisco, Yosemite Park, Los Angeles.

The Streamlined Western Star Only Serves Glacier National Park June 15 Through September 10. On your Western vacation, be sure to include Glacier National Park. Stop off en route for an exciting 1, 2, or 3-day all-expense motor tour of the Park. See spectacular Going-to-the-Sun Highway, ancient glaciers, the towering snow-capped Montana Rockies. Stop at famed Many Glacier hotel, Canada's Prince of Wales hotel.



June 1954

1954

25th Anniversary of the Empire Builder

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GREAT NORTHERN'S

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THEN AND NOW





THEN—The distinctive solarium-observation club-lounge, a feature of the first Empire Builder.



NOW—Colorful lounge-observation car of the streamlined Empire Builder.



THEN AS NOW—Great food, great service, is the combination that has made Great Northern dining service tops.



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# Twenty-Five Years of Empire Builder Service

Great Northern Railway is known as "The Route of the Empire Builder", paying tribute to the memory and achievements of James J. Hill, widely known as "The Empire Builder", and at the same time, distinguishing the line's finest transcontinental passenger train fleet.

Although not the oldest of the nation's best known name trains, the Empire Builder has gained international distinction in the past 25 years by providing consistently excellent travel service between Chicago and the Pacific Northwest.

Empire Builder first became a Great Northern train name on June 10, 1929, when a fleet of eight allsteel trains, the finest built up to that time, were placed in service.

Inauguration of this vastly improved and hours faster service between the Great Lakes and the Pacific Northwest was marked by a nation-wide radio broadcast from Chicago Union Station the eve of departure. Ceremonies also were held upon departure from and arrival of the first Empire Builder trains at Western terminals and at cities and smaller communities along Great Northern's transcontinental route.

The first Empire Builder set new standards of comfort, safety and speed in rail transportation. Coaches and sleeping cars embodied practically every known convenience. Diners were among the first to utilize electric refrigerators and dishwash-Sun parlor observation cars were the longest of their type ever constructed. Schedules of 63 hours Westbound and 611/2 hours Eastbound clipped up to six and threequarters hours from previous running times. Eleven locomotives-four coal burning steam, six oil burning steam, and one electric were used to haul each train on the 2,200-mile run between East and West terminals. Constant improvement marked the history of the original Empire Builder fleet. Running time between terminals was reduced. Coaches with reclining seats and improved Pullman sleeping cars were added. Air conditioning equipment was installed in dining and observation cars, and later provided in all regularly scheduled passenger cars. Finally, dieselelectric motive power was adopted.

Great Northern again made rail history on February 23, 1947, with placing into service of a completely new Empire Builder, America's first postwar fleet of sleeping car-coach streamliners. The 1947 trains inaugurated 45-hour service between Chicago and Seattle-Portland, and offered many innovations in transcontinental rail travel.

On June 3, 1951, the third generation of Empire Builders, again completely new, went into service. The first streamlined edition of the Empire Builder became the Western Star, operating on the schedule of the Oriental Limited which name was honorably retired.

The present Empire Builder fleet consists of five identical diesel-powered streamliners, each with one 60-seat coach for passengers traveling between intermediate points; 48-seat Day-Nite coaches for transcontinental travelers; "The Ranch", unique full coffee shop-lounge car; full length dining car; Pullman sleeping cars offering seven different types of accommodations, and an observation-lounge car. Each unit embodies the latest developments contributing to passenger comfort, convenience and safety.

Further improvements are on the way. Twenty-two dome cars of latest design have been ordered and are expected to be added to the consist of the Empire Builder by the start of the 1955 summer travel season.

Three



Vol. 24

June, 1954

No. 6

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.

#### J. M. HAGEN, Editor

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

# The Goat's Cover



The Empire
Builder has
gained international distinction in the
past 25 years
by providing
consistently excellent travel
service between
Chicago and
the Pacific
Northwest.

Four

# "I Will Believe . . ."

BY RICHARD L. NEUBERGER

Just 150 years ago a great American explorer gave an answer to pessimists. His words still ring true today . . .

One hundred and fifty years ago the most eventful exploration in American history began. Captain Lewis, Lieutenant Clark and their men headed Westward from St. Louis on the first of all journeys across our country to the Pacific.

They were men who did not fear the future. I like to think of them as they trekked resolutely into the wilderness, beyond the orbit of any maps then made. Some prophets of doom had predicted the pilgrimage never would be heard of again. Timid people muttered of canyons which dropped off into celestial space, of peaks of glass and rock salt that scraped the sky.

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These forebodings failed to discourage the voyageurs and frontiersmen with Lewis and Clark. They would credit such grim obstacles when they encountered them, and not before. Their spirit characterized a man "of courage undaunted", as President Jefferson described the expedition's principal leader, Captain Meriwether Lewis of the U. S. Army.

One day Lewis glimpsed, faint and far off on the Western horizon, sharp fangs of granite and ice—the Rocky Mountains.

That night, beside the campfire, he wrote in his journal: "When I reflected on the difficulties which this snowy barrier would most probably throw in my way to the Pacific, and the sufferings and hardships of myself and party in them, it in some measure counterbalanced the joy I had felt in the first moments in which I had gazed on them. But as I have always held it a crime to anticipate

(Concluded on page 6)



# Seattle Bids Nation to '54 Seafair Fete

All America is being extended an invitation to come to Seattle, Washington, for the 1954 Seafair celebration. The fifth annual edition of the land and marine funfest will start on July 30 and continue through August 8 with close to 100 great events.

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Six big parades are planned for this year's celebration starting with the Participants' Torchlight Parade July 30.

The Grande Seafair Parade, promising to be even bigger and better than last year's procession, which drew over 300,000 spectators, is scheduled for July 31.

Others include the Seafair Torchlight Parade the evening of August 4 and a colorful Chinese Community Parade the following night.

One of the top attractions on the 1954 program will be the 47th running of the Gold Cup Race with Seattle's own Slo Mo Shun IV defending its American Power Boat Association challenge trophy at the Lake Washington race course site August 7.

Thrilling sports car races at Paine Field on August 8 are expected to attract some 50,000 spectators.

The all-new presentation of the "Aqua Follies", combined stage and pool show will present 17 performances at the Aqua Theatre July 29 through August 11.

The traditional trimmings will be on hand in the persons of a new royal family headed by King Nep-(Concluded on page 6)

Five

## The Goat Congratulates



Mr. Norris

Walter N. Norris of St. Paul, Great Northern Railway general auditor, was elected president of the Railway Systems and Procedures Association at the organization's recent an nual meeting held in Chicago.

The group was formed to provide a medium for participation and cooperation in the advancement of Systems, Procedures and Methods within the industry, and furnish an opportunity for the exchange of ideas and the establishment of such standards and practices as will be mutually beneficial to the railroads.

Mr. Norris also was recently elected treasurer of the Twin Cities Chapter of the National Association of Cost Accountants.

#### SEAFAIR—concluded

tune V and his Queen of the Seas. Coronation of the new King Neptune will be held at the Aqua Theatre the evening of July 30 with coronation of the new Seafair Queen August 3.

Perhaps one of the most distinctive events will be a gigantic naval parade in Seattle harbor on July 31. Scores of U. S. Navy ships and an expected 15,000 officers and men will take part.

Also included in the great 10-day 1954 Seafair program are Scottish Highland Games; sailboat regattas; junior crew races; outboard races; street and square dancing; salmon rodeo; water carnival, and tournaments in golf, archery, swimming, trap shooting, rifle, chess, badminton, bowling, tennis, handball and bridge.

#### Railroad Hour

Railroad Hour broadcasts scheduled during June include "Rosalie", with Nadine Conner, the 7th; "Pink Lady", with Lucille Norman, the 14th, and "New Moon", also with Miss Norman, the 21st.

The Railroad Hour, sponsored by the Association of American Railroads, and heard nationwide every Monday evening over NBC radio, features baritone Gordon MacRae, and prominent feminine guest stars. Carmen Dragon's orchestra and the Norman Luboff chorus provide the background music.

#### THIS I BELIEVE—concluded

evils, I will believe it a good comfortable road, until I am compelled to believe differently."

Meriwether Lewis was never a leader who plunged recklessly ahead. Indeed, he lost not a soul of his party to Indian skirmishes because he scouted each pass and defile with thorough caution. Yet fears had no part in deciding his travel route of 18 weary months to Oregon. Dismay, Lewis knew, could be the worst ambush of all. Blizzards, famine and flaming arrows might stop his Westward course but fright and alarms—never!

Today, millions of American homes mark the moccasin tracks of this adventurer who carried the flag to the timbered headlands guarding the Pacific. If people of our era succumb temporarily to warnings of disaster, the words of a gallant explorer should steady their faith: ". . I will believe it a good comfortable road, until I am compelled to believe differently."

Reprinted from THIS WEEK MAG-AZINE. Copyright 1954 by the United Newspapers Magazine Corporation.

Richard L. Neuberger has written many magazine articles on the Pacific Northwest and is the author of the book, "The Lewis and Clark Expedition".

Six

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Visitors pause on a ledge of Haleakala, one of the world's largest dormant craters.

# Haleakala—"Crater of the Moon"

Haleakala Crater is a sight visitors to the Hawaiian Islands never forget. It's almost impossible to be "offhand" about 19 square miles of colored cinder cones and desert atop a mighty mass of volcanic lava, 60 to 100 million years old.

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Ten thousand feet above the blue Pacific and sugar cane fields of Maui. the crater is a great pocket of silence where only white butterflies and wild goats live. On its slopes battle history was made in ancient Hawaii, and tropic cattle barons and kings feasted and caroused in the late monarchy.

Vacationers may stand within lava rock enclosures where sentries watched for invading chiefs, and the bones of a Hawaiian of unknown history still cling to the banks of the road cut through lava.

Up from the beaches and fishing villages visitors drive through clouds and eucalyptus forests to cool ranch-Through fields of evening primrose and ohelo they rise by easy hairpin turns to the crater's very rim.

In the official observatory of the Hawaiian National Park, pictures and a relief map give crater details. The crater is part of the park, and rangers answer questions the map doesn't.

The great hole is approximately seven and a half miles long and three miles wide. Circumference is 21 miles. The last volcanic action. less than 200 years ago, was too recent to tag Haleakala as extinct. Instead, it has the distinction of being one of the largest dormant craters in the world.

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

#### Election



Mr. Schoocraft

J. F. Schoocraft, traveling passenger agent, Baltimore Steam Packet Company (Old Bay Line), was recently elected president of the Baltimore Passenger Association.

Other officers named for 1954 are J. W. Smith, Eastern Airlines, first vice president; L. H. Dyer, PRR, second vice president; C. E. Clubb, Old Bay Line, secretary, and W. C. Rogers, B&O, treasurer.

#### HALEAKALA—concluded

The last eruption was in 1760, but just when the earlier fireworks took place, no one knows for sure. Whenever they were, they left some of Hawaii's finest scenery and the chain of cinder cones that have earned Haleakala the nickname "Crater of the Moon".

From the windswept rim, visitors look down on the scooped-out tops of the cones, the lava desert and sudden meadows. Clouds often drift in through a gap in the cliffs, seeping along the rust, black and gray cinder floor. At sunset time the crater sometimes fills with clouds and vacationers see circular rainbows at their feet, with their own shadows in the centers.

Travelers in a hurry or on a tour may remain only half an hour or so at the rim, then drive back down the mountain either to the luxuriant Hana coast or to the valleys and beaches of West Maui. More leisurely vacationers linger a day or two or longer at a mountain lodge several thousand feet below the rim, and visit the crater several times to catch the ever-changing shadows.

Proposed GN Passenger Train Changes

Great Northern Railway has announced a proposed change in the route of its Western Star streamliner between the Twin Cities and Moorhead. Minnesota.

Both Westbound and Eastbound, the daily streamliner would operate via St. Cloud and Fergus Falls rather than by way of Willmar and Breckenridge as now. Balance of the route of this Chicago-Twin Cities-Seattle-Portland train would remain the same.

An application covering this and a number of other proposed passenger train changes growing out of the re-routing has been filed with the Minnesota Railroad and Warehouse Commission. Effective date would be determined by commission action.

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The changes are:

Trains 27 and 28, the Fast Mail, traveling daily via Willmar and Breckenridge, would make the same stops now made by the Western Star in the territory between the Twin Cities and Moorhead. These trains would carry a streamlined coach providing through connections with the Western Star at St. Paul and Minot.

Trains 29 and 30, now in daily service between the Twin Cities and Grand Forks, via St. Cloud and Fergus Falls, to operate between St. Cloud and Grand Forks, only, and every day except Sunday.

Trains 7 and 8, the daily Winnipeg Limited, would provide service at Robbinsdale, Osseo, Rogers, Albertsville, Monticello and Clearwater through flag stops at these points.

Train 9, the Dakotan, operating daily between the Twin Cities and Minot, to run daily except Saturday from the Twin Cities. Its companion eastbound train No. 10 would operate daily except Sunday.

Eight



# Seattle Sightseeing by Land and Water

Sightseeing tours of the City of Seattle, the Cascade Mountains and the Olympic Peninsula are featured by the Gray Line during the 1954 summer vacation season.

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A two-hour tour in comfortable modern glass-topped motor coaches is designed to provide a comprehensive information picture of the "Queen City of the Pacific Northwest" in 30 miles of travel. The Metropolitan tract, fine residential districts, Chinatown, arboretum, Rose Gardens, University of Washington campus, Green Lake, civic stadium, and many other equally important features are included in the itinerary.

Seattle as a marine paradise is best observed from Gray Line's steamer "Sightseer". All-water tours are scheduled twice daily and include the eight-mile government canal that

joins briny Puget Sound with fresh water Lake Washington via Lake Union through locks second in size to those at Panama. Points of especial interest include Elliott Bay, Portage Bay, Salmon Bay, U. S. Naval Station and Fort Lawton.

Increased from three to four daily scheduled departures this season is the popular four-hour land and water cruise, the most complete and enjoyable way of appreciating the city's charm.

Close up views of magnificent Mount Rainier and its huge glacial system are but a part of a day-long trip through the Cascade Mountains. The itinerary includes 5,440-foot Chinook Pass, Cedar River Valley, Snoqualmie National Forest, Federation Forest, Black Diamond, Green

(Concluded on page 10)

Nine

# Heads Passenger Group



Mr. James

L. W. James, B&O, was recently elected president of the Pittsburgh Passenger Club. Others named to executive positions include Joseph Staska, SR., vice president, W. E. Hussing, PRR, second

vice president; R. W. McCune, CRI&P, secretary-treasurer.

Members of the Executive Committee are Charles Case, PRR; R. C. Cummings, ACL; George Holland, Pullman Company; Howard Lindsay, NP; G. R. Surls, PRR; R. N. Taylor, Pittsburgh Press, and H. A. Tenney, B&O.

The Pittsburgh Passenger Club is composed of executives and representatives of all transportation companies and allied industries.

#### SEATTLE—concluded

River Gorge, Muckelshoot Indian Reservation, millpond operations and tree farms.

Two full days are devoted to the Olympic National Park Loop Tour. Here is the serene beauty of the Olympic Peninsula, America's last frontier. During the tour, passengers visit Indian burial grounds, drive along the oyster shores of Hood Canal, enjoy a stop at Lake Crescent at the foot of legendary Mount Storm King, and pass through a variety of climatical regions varying from Sequim, where the yearly rainfall averages 15 inches, to the Rain Forests with an annual precipitation in excess of 160 inches. Overnight lodgings are provided at restful Lake Quinault Lodge.

#### Survey in Cascades

Great Northern Railway has launched extensive studies of its use of electricity in train operation in Washington state.

Currently 74 miles of main line, between Wenatchee and Skykomish, is electrified. This mileage includes the 7.79-mile Cascade Tunnel, longest railway bore in the Western Hemisphere.

Locomotives powered by electricity fed from overhead wires now move all trains on the 74-mile segment of line and also do switching on 21 miles of connected yard and siding track.

Railway officials emphasize they do not have any changes specifically in mind now. Rather, they seek answers to questions revolving about all-electric versus diesel-electric use in the territory, with emphasis on relative costs.

The study will take about a year. Findings will determine whether any operating changes result.

One possibility is to eliminate the electrified zone entirely and use diesel-electric locomotives there. Another is to shorten the electrified segment from present mileage to just the Cascade Tunnel.

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Still another is to extend the electrified zone Westward from its present terminal at Skykomish. This extension could be to Gold Bar, 23 miles West; to Everett, 52 miles from Skykomish, or to Seattle, 84 miles away.

Engineers of the railway will be joined by those of other firms for the survey. They will study such factors of railway operating economics as relative costs of dieselelectric and all-electric locomotive and train operation in the territory. Another involves costs and other phases of installation and maintenance of equipment required for one type of motive power as against the other.

Ten



Great Northern Railway "Trailers on Flatcars".

# GN "Trailer-on-Flatcar" Freight Service

Great Northern Railway has inaugurated a new freight service in which vehicular trailers are transported on flatcars between Minneapolis and St. Paul, Duluth and Superior.

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This is an experimental operation with expedited door-to-door delivery of freight as the objective. It is expected the service will be extended elsewhere on the railway later.

Less than carload merchandise shipments now are being handled in both directions on a through basis between the Twin Cities and the Head of the Lakes cities.

A tariff also will be published naming trailer-load rates on specific commodities in movement between these terminals which will provide direct shipper-to-consignee service for on-track and off-track patrons.

Great Northern has leased 24-foot trailers and has equipped 52-foot flatcars to handle two trailers on each. Tractor service through contract arrangements moves the trailers between shippers' and receivers' places of business and the railway's trackside ramps.

At the ramps the trailers are loaded on and unloaded from the flatcars, which move in regular fast freight trains. The ramps are located on Great Northern property in St. Paul and Minneapolis, and near the Superior freight station to serve Superior and Duluth.

Eleven



A mountaineer clings to a gleaming serac on Eliot Glacier, Mount Hood in Oregon.

Jagged peaks of the Cascade Range from Goldbar, Washington.

THE THE PROPERTY OF THE PARTY O

Glacier Peak and Lyman Lake in the Chelan Primitive Area in Washington.



The glaciated dome of Washington's Mount Rainier rises 14,408 feet above nearby Puget Sound.



The rugged grandeur of Mount Shuksan Mount Ba in Washington, reflected in Forest, tranquil waters.

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# OF THE PACIFIC NORTHWEST

The splendor of Mount Rainier and Mount Hood is familiar to people all over the world. The beauty of these snow-capped cones has been reproduced by word and picture until many who have never had the good fortune to see the mountains themselves would recognize them at first glance.

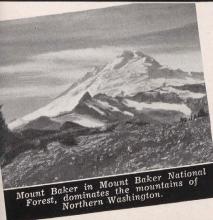
Despite modern travel facilities, it would be impossible for any one per-(Continued on page 14)



The great East face of Mount Adams in Washington, a challenge to mountain climbers.



ehe ice-crowned summit of beautiful Mount St. Helens in Washington.





Eternal snows enshroud Mount Jefferson in Oregon's Mount Hood National Forest.

## Aboard the International



Potentate and Mrs. Arnold board GN's streamlined International at Vancouver, B. C. Leonard Frank photo.

Shrine Imperial Potentate Remmie L. Arnold of Petersburg, Virginia, and Mrs. Arnold, were recent passengers on Great Northern Railway's streamlined International, traveling between Vancouver, British Columbia, and Seattle, Washington.

Following their visit to Vancouver's Gizeh Temple, Potentate and Mrs. Arnold's itinerary took them to Shrine Temples in Seattle, Tacoma, San Francisco and Honolulu.

Miss Beatrice Lilly also was aboard the streamliner.

#### SNOW PEAKS—continued

son to visit all of the beautiful mountain peaks of Oregon and Washington. A word description of these mountains could easily run into volumes. However, very enjoyable vacations can be spent becoming familiar with many of the most outstanding, including Mount Rainier, Mount Hood and others, several just as beautiful and accessible.

Others, surrounded by wilderness areas, can be reached only by trail.

Oregon and Washington boast several mountain ranges, but most of the spectacular volcanic snow peaks are located in the Cascade Range, which extends from Canada down into California.

Mount Baker in Mount Baker National Forest dominates the rugged mountains of Northern Washington, which include some of the wildest terrain in the United States. Jagged peaks completely surround Mount Baker. Almost in the heart of this rugged mountain paradise is Mount Baker Lodge, conveniently reached from Bellingham and other Puget Sound cities.

Shrouded in glaciers the year around, Mount Baker is encased in snow and ice. The mountain itself cannot be seen from the Lodge, but Mount Shuksan, towering in rugged grandeur right out of the front yard, prevents any feeling of disappointment. One may ride the new chair lift up to Panorama Dome, where a complete circle panoramic view of Washington and Canadian mountain peaks is unfurled, and where Mount Baker and Mount Shuksan vie for the attention of the sightseer. Above the distant horizon to the South Glacier Peak and Mount Rainier tower higher than other crests.

From a distance, Glacier Peak appears to be almost a replica of Mount Baker, and for most it will so remain, because it is in the heart of a wilderness area and can be reached only by miles of hiking. Other peaks such as White Horse, Mount Stewart, The Monte Cristo Mountains, add to the thrill of a visit to the Northern Washington Cascade Range.

Mount Rainier in the heart of Mount Rainier National Park, a vast area of Alpine parks, lakes and lesser peaks, is the unchallenged Monarch of the Pacific Northwest. Its tremen-

(Concluded on page 16)

Fourteen

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A salesman became tired of his job and joined the police force. Several months later a friend asked how he liked his new position.

"Well," he replied, "the pay is fair and the hours satisfactory, but what I like best is the fact that the customer is always wrong."

#### Honesty Pays

Husband: "If a man steals, no matter what, he will live to regret it."
Wife (coyly): "You used to steal kisses from me before we were married."

Husband: "Well, you heard what I said."

#### Such Is Fame

A lad applied for a job at a drug store. His interviewer began to fill in the form.

"Your name?"

"Henry Ford," answered the boy.
"That's a pretty well-known name, isn't it?"

"It ought to be," said the boy. "I've been delivering groceries around this neighborhood for two years."

#### At Ease

"Good morning, madam. I'm from the gas company. I understand there's something in the house that won't work."

"Yes, he's upstairs."

#### Wrong Rx

Doctor: "Do you smile at your troubles as I advised you?"

Patient: "Yes, and the boss warned me three times this week to wipe that silly grin off my face and go to work."

#### Rest In Peace

A clergyman was spending the afternoon at a house in the English village where he had preached. After tea he was sitting in the garden with his hostess. Out rushed her little boy, holding a rat above his head.

"Don't be afraid, mother," he cried, "it's dead. We beat him and bashed him and thumped him until"—and then catching sight of the clergyman, he added, in a lowered voice—"until God called him home."

#### On The Payroll

"I think," the beginning stenographer announced triumphantly, "that the boss has decided to keep me!"

"Has he said anything?" her friend asked.

"No," she replied happily, "but this morning he bought me a dictionary!"

#### Shorty

"Did you make the debating team?"
"No; they s-s-said I w-w-w-wasn't t-t-t-tall enough."

Fifteen



#### SNOW PEAKS—concluded

dous glaciated dome rises 14,408 feet above nearby Puget Sound. More glaciers flow down its sides than any other single mountain in the United States.

From Mount Rainier, other peaks beckon the traveler. Mount St. Helens and Mount Adams are most prominent on the horizon. Even Mount Hood, some hundred miles distant in Oregon, can be seen in clear weather.

Few sights can equal that of beautiful Mount St. Helens reflected on the waters of Spirit Lake. Around the 12-mile shoreline are located several youth camps and a few resorts. Mount St. Helens is a favorite peak with mountain climbers.

Second highest mountain in the Northwest is Mount Adams, also in Washington. Several Forest Service roads penetrate more remote areas around the base of the mountain, but for some unexplainable reason, Mount Adams is somewhat neglected

by vacationists. Actually it offers a wide variety of beauty, recreation areas and interesting phenomena of nature.

Some 40 miles to the South, Mount Hood scrapes the sky above the State of Oregon. The view from the Columbia River area is particularly impressive.

The recreational attractions of Mount Hood have been developed more than have those of any other Pacific Northwest peak. The mountain is encircled by the famed Loop Highway, which also includes the grandeur of the Columbia River Gorge. Timberline Lodge, one of the Northwest's finest resort hotels, is located at the 6,000-foot level. Hundreds annually climb Mount Hood from the Timberline area.

Although Mount Hood is Oregon's highest peak, it cannot claim undisputed title as the most beautiful or spectacular. Several other Oregon snow caps are almost as high and just as alluring. Mount Jefferson, just 30 miles down the Cascade Range, is indescribable in its beauty.

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Looking down the range, other peaks rise precipitously above the evergreen forests; "Three Fingered Jack", Mount Washington, The Three Sisters, Broken Top, Bachelor Butte, Diamond Peak, Mount Thielson and Mount McLaughlin, to name a few. Then, of course, there is incomparable Crater Lake, set in the shattered crest of an extinct volcano which at one time towered higher than Mount Rainier.

The Three Sisters also are outstanding. According to geologists, they are only remnants of tremendous Mount Multnomah as are Broken Top and other impressive peaks.

The material for and photographs reproduced in the "Snow Peaks of the Pacific Northwest" story were furnished by Ray Atkseon, Portland, Oregon, well known Pacific Northwest photographer and traveler.

Sixteen



# Cariboo Country Rail Tours

American vacationists are being attracted in ever-increasing numbers to the spectacularly scenic Central and Northern British Columbia area served by the Pacific Great Eastern, Western Canada's "Railway With a Personality".

Recent extension of the line 82 miles Northward to Prince George has resulted in a wider variety of tours for the 1954 summer season, into the interior of the Province and to the historic Cariboo Country.

Scores of guest ranches, lodges and other recommended resorts offer complete recreation and amusement opportunities including excellent hunting and fishing.

For the convenience of those whose time is limited, economical all-expense, three day water and rail tours are scheduled from Vancouver every Monday, Wednesday and Friday, June through September. Included is round trip steamer transportation between Vancouver and Squamish Dock, PGE's Southern terminal, round trip rail transportation from Squamish Dock to Prince George, meals, sleeping car accommodations and a scenic drive at Prince George.

Other tours operate from Vancouver to Quesnel, former Northern terminal, and from Vancouver to Lillooet in the very heart of the Cariboo. A special "Fisherman's Dream Trip" includes several days of unsurpassed stream and lake fishing.

The three-hour steamer trip from Vancouver to the Squamish Dock

(Concluded on page 18)

Seventeen

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# GN Annual Meeting

Stockholders of the Great Northern Railway have authorized reclassification of the company's stock from a preferred to a common basis, and approved a two-for-one split of the shares.

The railway's stockholders at the company's recent sixty-fifth annual meeting held in St. Paul also authorized Great Northern's management to increase the number of shares from five to seven and one-half million to implement the split-up, which becomes effective on July 2 this year.

In addition, four directors were re-elected to three-year terms by stockholders, and following the annual meeting the railway's directorate authorized payment of a \$1 per share dividend on June 18 to share-owners of record on May 24. The directors also approved a program of new facilities and improvements to equipment and roadway to cost in excess of one million dollars.

Directors re-elected are: Frank J. Gavin and Frederick K. Weyerhaeuser, both of St. Paul; James F. Oates, Jr., of Chicago, and J. Stewart Baker of New York. Mr Gavin is chairman of the Great Northern's board of directors.

Approximately 84 per cent of the 3,033,557 shares entitled to vote were represented in person or by proxy at the Great Northern's annual meeting. The proposal to reclassify the company's stock from a preferred to a common basis was approved by 77 per cent of the outstanding shares. The two-fold proposal to split the company's stock and authorize the issuance of up to seven and one-half million shares of common stock was approved by nearly 82 per cent of the stock voted at the meeting.

Among the improvement projects authorized for 1954 is a \$200,000 expansion of Great Northern's radio communications system for freight train operations, which now is in use

between the Twin Cities and Havre, Montana. Diesel freight locomotives and cabooses operating between Havre and Wenatchee, Washington, will be equipped for inter-crew radio communications. Cabooses and locomotives in freight service between Wenatchee and Seattle will be similarly equipped, and in addition, radio control stations will be established at 10 points between these cities.

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Great Northern also will construct a new steam power plant at its car shops at St. Cloud, Minnesota, at a cost of \$300,000. A new power house and machine shop costing \$100,000 also will be erected on company properties at Somers, Montana.

#### CARIBOO COUNTRY—concluded

railhead is via Howe Sound, one of the outstanding fjords of the Pacific Coast.

From Squamish, the Pacific Great Eastern follows the "Trail of the Gold Rush" through primitive country steeped in history and spectacular scenery. Rails cling to steep canyon walls and cross turbulent streams on some of the highest railroad bridges in the British Empire. Snow-clad mountains dominate the land-scape and granite peaks loom far above the timberline. Deep evergreen forests are spotted with blue lakes. Towns along the way have retained their original Frontier appearance and atmosphere.

Equipment of the Pacific Great Eastern is modern and well maintained, consisting of diesel-electric locomotives, comfortable steel coaches, sleeping cars and dining cars. Open top observation cars are operated on all passenger trains June through September.

Great Northern's streamlined Internationals, operating three times daily in both directions between Seattle and Vancouver, provide connections with Pacific Great Eastern.

Eighteen



Above: Impromptu songfests enlivened the homeward journey.

# Washington Apple Blossom Special Train

Included among the estimated 100,000 spectators who lined the streets of Wenatchee to witness the 1954 Washington State Apple Blossom Festival Grand Parade on May 1, were several hundred who traveled from Everett via Great Northern special train.

Approximately 600 passengers, mostly high school students, made the journey on the 10-car "special", leaving Everett at 6:00 AM, and returning at nine the same evening.

The Eastbound trip was a boisterous occasion as was to be expected because the majority of passengers were teenagers. However, they were exceptionally well-mannered, confining their activities to singing and parading. After an entire day in Wenatchee, the kids were pretty well subdued on the return trip.

The GN Everett to Wenatchee "Apple Blossom Special", sponsored by the Everett Chamber of Commerce, has become something of an institution, 1954 marking the seventh year the special train has been chartered by that organization.

The Washington State Apple Blossom Festival is held annually for a three day period each spring during "Blossomtime" at Wenatchee, Washington, "Apple Capital of the World". Wenatchee is the shipping point for tens of thousands of refrigerator carloads of choice Washington State apples each year via Great Northern Railway.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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# California Beachcombing



Ranging in color from reddish through blue, starfish are plentiful at the Long Beach harbor breakwater.

Anyone with time and a sense of adventure can become a beach-comber in Southern California. No special equipment is required to collect starfish for souvenirs, catch grunion by the light of the moon, or gather seashells big as a platter or small as a dime.

From Santa Barbara on the North to the Mexican Border, 200 miles of Pacific shoreline with white sandy beaches, rocky headlands, mysterious sea caves, offer vacationists an endless source of bounty, beauty and pleasure.

Starfish are found all along the Southern California coastline in deep blues, purples, pinks and coral, in multi-colored clusters around piers and in shallow pools. They're safe and easy to catch, and just about as easy to preserve. For a permanent

souvenir, merely boil a starfish about as long as it takes to hardboil an egg, then swab it once a day for four or five days with formaldehyde, available at any drug store.

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Santa Barbara County is noted for its abalone, found clinging to rocks just below the low tide line. Related to the clam, the abalone has a lovely jewelry shell big as a plate and lined with mother-of-pearl.

A wide variety of other shells is found along the beaches, including those of scallops and sea snails.

A short distance from Los Angeles near Hermosa Beach and Redondo Beach, visitors find moonstones thrown up from an offshore canyon by heavy winter tides.

Southern California Flying Fish are the largest to be found. All summer long, they are seen at Catalina's Avalon Bay. The slightest marine disturbance sends them sculling out of the water, sailing as high as 50 feet for distances of several hundred vards.

Of all Southern California fish, the grunion is the strangest. When the moon is right and the tide high, the grunion ride ashore on breakers, then dance crazy jigs on their tails to dig holes in the sand. After the female grunion deposits her eggs, the fish ride back to the sea on the next breaker.

Grunion runs continue for about four days in a row—twice in June, three times in July and twice in August. When the grunion run, they often can be scooped up by the handful for beach fish fries.

## Furlough Fares

Special reduced round trip coach fares now in effect to June 30, 1954, between points in the United States, for military personnel traveling in uniform only at their own expense, have been extended through January 31, 1955.

Twenty

#### **GN** Dieselization

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Steam locomotives are a thing of the past on Great Northern Railway lines West of Minot, North Dakota. With exception of the 74-mile electrified zone in Washington, dieselelectrics now are used exclusively on the Klamath, Cascade, Spokane, Kalispell and Butte divisions, and on the Minot division West of Minot, embracing 4,088 miles of the 8,300-mile Great Northern system.

Although steam power is used on Great Northern divisions in Minnesota, North and South Dakota, Iowa and Wisconsin, diesels handle all passenger trains, and most of the freight trains and switching in this territory.

# Fargo-Moorhead Sleeping Car Service

Set-out Pullman standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead during the period June 1, 1954 through September 30, 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 daily except Saturday 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.

#### Western Ski Lifts

The ski lift has become a new mode of transportation for summer sightseers. Many of the chair lifts in the Pacific Northwest are now as busy in summer as they are during the winter sports season.

The nervous passenger need not fear any sickening sensation, for cables are strong, remarkably steady, and there is no sway. The passenger just settles back in a chair, the attendant sets the safety bar, and he's off for a leisurely glide up the slope.

One of the most popular Western lifts is at The Big Mountain near Whitefish, Montana, on the main transcontinental route of Great Northern streamliners Empire Builder and Western Star. Only a short distance from town, the lift is 3,220 feet long and affords magnificent views of the Flathead Valley, Whitefish Lake, and the shining peaks of Glacier National Park.

Passengers on Great Northern's "Top O' The West" tours can really see the top from the Mount Hood ski lift during their visit at Timberline Lodge in Oregon. A two-day stay at the lodge, 6,000 feet up the slope of Mount Hood, is included in the tour itinerary. Here, too, they may ride the "Skiway", unique aerial tramway, that carries 32 passengers via cables across the high slopes.

New this summer is the double chair lift at Mount Baker, in Mount Baker National Forest, near Bellingham, Washington. The lift opened for winter sports last December. Here the eternal snow-caps of Baker and Shuksan, rising above other forested peaks, should be especially fine for summer sightseeing.

Bellingham and nearby Mount Baker National Forest are popular (Concluded on page 22)

Twenty-one

#### MASTER'S DEGREE



# GN Safety Award

Great Northern Railway took top honors among Class I lines to win the Railroad Employe's National Safety Award of the National Safety Council for 1953.

Great Northern took first place in the group made up of the nation's largest railways—those whose employes worked fifty million or more man hours last year. The accident rate was 3.13 per million man hours compared with an average of 6.24 for all lines in this group.

Special citations for their part in achieving this record have been awarded by the National Safety Council to Great Northern's Dale Street Shops in St. Paul, Minnesota; the Cascade Division, headquartering in Seattle, Washington, and the Butte Division headquartering in Great Falls, Montana.

Twenty-two

#### Retirement

Rear Admiral F. A. Zeusler, USCG Ret., resigned as executive assistant to the president of the Alaska Steamship Company on May 20.

Admiral Zeusler began his service with the Alaska Line in 1947 after a 39-year career in the United States Coast Guard which began as an enlisted man and saw him rise to command the 17th Coast Guard District with headquarters at Ketchikan, Alaska, and the 13th District with headquarters in Seattle.

# **GN** Congratulates

Recent passengers aboard Great Northern Railway's streamlined Western Star included Mr. and Mrs. Don E. Engdahl of Spokane, Washington. Mr. Engdahl, president of the Spokane Sash and Door Company, is the newly-elected president of Kiwanis International.

Mr. and Mrs. Engdahl traveled round trip via the Western Star between Spokane and Chicago en route to the Miami, Florida, 39th annual Kiwanis International convention.

#### SKI LIFTS—concluded

vacation centers. The city is only two hours and 15 minutes from Seattle via Great Northern's streamlined Internationals which operate three times daily along the scenic coast route to Vancouver, British Columbia.

In Vancouver, less than four hours from Seattle on the streamlined Internationals, there are two famous ski lifts right at the city limits. These provide splendid views of the great harbor and the famous Lion's Gate bridge. Many visitors arrange to take the lift ride at dusk, when the sunset colors and lights of the city below are indescribably beautiful.

Great Minneso Capital

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Dates for the Washington State Fourth International Trade Fair have been set for March 18 through April 1, 1955.

J. E. O'Connor, Great Northern Railway, Seattle, Washington, city freight agent has been appointed assistant general agent, express traffic,

J. H. Rauen, Seattle, GN district mail and baggage agent, has been named district mail, baggage and express agent at Seattle.

T. A. "Tommy" Thompson, retired Great Northern Railway general agent, Passenger Department at Winnipeg, Manitoba, passed away February 26, 1954.

Mr. Thompson served for 40 years in Great Northern's Winnipeg traffic office. He joined the railway in 1908 as steno-clerk, subsequently becoming city ticket agent and assistant district freight and passenger agent. He was appointed general agent, Passenger Department in 1944, and retired November 1, 1948.

The seventh running of the Heather Cup Ski Tournament at Mount Baker will take place on July 4. The area's new double chair lift began operating on May 15.

Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1954, are: Wyatt R. Eddy, conductor, Spo-Wash.; Charles H. Hoffman, kane, joint train baggageman, St. Paul, Minn.; Peter O. Jensen, engineer, Breckenridge, Minn.; John Kleckner, patternmaker, St. Paul, Minn.; Christian A. Lange, switchman, Havre, Mont.; August H. Marticke, dispatcher, Mankato, Minn.; Wilfred F. Redmond, conductor, Spokane, Wash.; Lynn B. Sapp, dispatcher, Willmar, Minn.; Philip V. Usher, machinist, Spokane, Wash.; Myron A. Wright, conductor, Glasgow, Mont.

Members reported pensioned during May, 1954, are: Walter E. Dunbar, conductor, Grand Forks, N. D.; Stanley Engelhart, track inspector, Towner, N. D.; Charles D. Johnson, section foreman, Kalispell, Mont. Guy G. Johnson, assistant signal supervisor, Spokane, Wash.; August A. Kunde, engineer, Seattle, Wash.; Conrad Nordahl, B & B carpenter, Crookston, Minn.

Twenty-three

# Glacier Park - Canadian Rockies Pacific Northwest - California



MARVEL at Montana's Rockies from the sun deck of Glacier Park hotels.



SIGHTSEE every glorious mile through panoramic picture windows.

Combine all or any of these great vacationlands in one glorious all-expense Western tour. Vacation all the way when you relax aboard safe, luxurious Great Northern streamliners. Ask for special itineraries describing Western Vacations.

'TOP O' THE WEST' Economy Tour, All-Expense as low as \$256.30

from Chicago Including 10% U.S. Transportation tax.



**CRUISE** Puget Sound to Victoria, B. C., quaint Old English port city.

Be carefree Go car-free
Go Great

Northern



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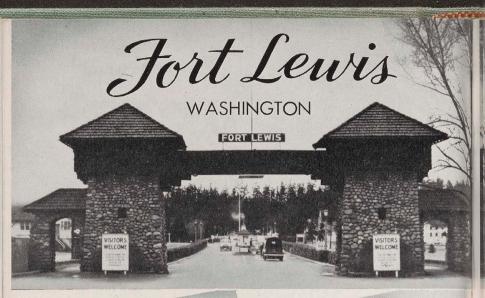
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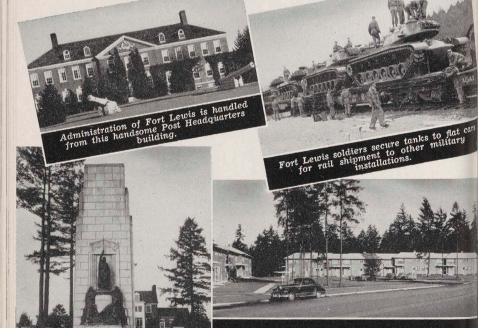
GOAT

JULY 1954



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91st Division monument honoring men of the first division to train at Fort Lewis for World War I. Modern brick NCO quarters, part of the "future Fort Lewis" construction program.

U. S. Army photos

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THE PARTY NAMED IN

# One of America's Largest Military Establishments

Fort Lewis, Washington, was the gift of the citizens of Pierce County some 37 years ago, when on January 6, 1917, the voters approved a two million dollar bond issue to buy some 70,000 acres of sparsely-populated land to give to the Federal government for a permanent military post.

The original investment, which undoubtedly seemed like a tremendous cash outlay at the time, now has been repaid to the citizens many times over, as Fort Lewis, which is located near Tacoma, has become one of the Nation's largest military installations.

The post proper has grown in area to 110,000 acres, and about 207,000 additional acres have been acquired for a firing center, ideally situated for practically every type of combat training.

In addition to about 10,000 troops of Sixth Army units, Fort Lewis now houses the 44th Infantry Division, Madigan Army Hospital, and the Army Personnel Center, the key Pacific Coast Army processing plant, for a post population of 30,000 troops.

The center which moved to Fort Lewis early in 1953 from Fort Lawton, has since processed about 300,000 soldiers for overseas duty and for stateside assignments.

At the present time some 22,500 men move through the center monthly; 12,000 who are returning from foreign assignments, 7,500 who are undergoing overseas processing, and about 3,000 transient troops and men being released from active duty.

More than a million men and women have trained at this Pacific Northwest military post, and an even greater number have been processed here for Army induction, reassignments and discharge from the service.

Famous fighting divisions, as well as many famous men, have at one time or another called Fort Lewis "home".

The 2nd "Indianhead" Infantry Division, famed fighters of two World Wars, trained at Fort Lewis from April 1946 until it departed for Korea in July, 1950.

Other honored World War II fighting divisions which received their training at Fort Lewis include the 3rd, 40th, 41st, 33rd and 96th Infantry Divisions.

President Dwight D. Eisenhower, then a Colonel in the Army, served here in 1940 as chief of staff of the 3rd Infantry Division and in 1941 as chief of staff of the IX Army Corps.

General Mark W. Clark, now president of The Citadel military college in Charleston, South Carolina, served here from 1937 to 1940 with the 3rd Infantry Division.

Colonel Wesley W. Yale, commander of the regiment which spear-headed General Patton's drive through France and Germany during World War II, now is in command of the post.

Thirty-seven years of progress have transformed Fort Lewis from an almost barren stretch of Nisqually plains into a modern military city, with facilities available to meet most everyday needs of its thousands of military residents and their dependents.

Three



Vol. 24

July, 1954

No. 7

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.

J. M. HAGEN, Editor

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

#### The Goat's Cover



"Proclaim liberty throughout all the land unto all inhabitants thereof" (Lev. XXV, 10).

Harold M. Lambert photo.

Four

#### Your Railroads

In a span of about 15 weeks, an estimated 930 million bushels of wheat will be harvested. That's enough to fill almost half a million box cars, or form a freight train 4,000 miles long.

From this flood of grain comes the bread and cereals we eat and the host of other wheat products essential to living. Yet, most of us could not enjoy scarcely a single kernel of wheat were it not for the vital rail system that connects country elevators with flour mills and city markets. Moving, storing and marketing the annual avalanche of wheat constitute the world's biggest single transportation and storage job—a job handled year after year with organized precision.

Long before the 1954 harvest began, the railroads made their plans to expedite the grain movement. Thousands of high-grade box cars were marshalled in reserve on sidings. These team up to handle the major part of the job with others from the nearly 250,000 box cars owned by the 13 Western railroads which originate most grain shipments. Still more cars to meet emergencies can be drawn from the vast fleet of 670,000 general-use box cars on all Class I railroads.

To meet last-minute, on-the-spot demands by grain shippers, the Association of American Railroads sets up field offices, first in Kansas City for the winter wheat crop, later in Minneapolis during the spring wheat harvest. These headquarters, in command-post fashion, serve as coordinating points from which railroad men direct the flow of cars throughout the harvest area.

The railroads also must deal with the dual nature of the annual wheat movement. Millions of bushels of stored wheat must be moved out of

(Concluded on page 8)

THE STREAMLINED EMPIRE BUILDER

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The unique double cascade of Trick Falls always fascinates camera fans.

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#### Glacier Park All-Expense Stopover Tours

As little as a day and a night stopover in Montana's glorious Glacier National Park adds welcomed and educational variety to a Western vacation trip, with none of the "hustled" feeling of some summer tours.

Sightseeing is not packed into one day. An evening at newly decorated Glacier Park Hotel allows time for relaxation and entertainment. Passengers arriving shortly after noon on Great Northern's streamlined Western Star, have only a two minute stroll through beautiful gardens to their hotel.

The first afternoon a motor coach takes them to Trick Falls whose double cascade always fascinates camera fans. A launch trip around mountain-rimmed Two Medicine Lake, one of the loveliest of more than 200 in Glacier, is another refreshing feature of the afternoon timerary. Meals and lodging at Glacier Park Hotel that evening also are included in the tour price.

After breakfast the next morning, comfortable open-top motor coaches take tour members across the Park on one of the world's most thrilling mountain roads.

While Going-to-the-Sun Highway is broad and easy in grade, every foot is a great engineering feat. It sweeps high above such magnificent lakes as St. Mary; across the Continental Divide at Logan Pass, from whose 6,654-foot altitude there are

(Concluded on page 8)

Five



Mr. Hardy



Mr. Conrad



Mr. Johnson



Mr. Nicholson

Mr. Engelhan



Mr. O'Brien



Mr. Brown



Mr. Berastrom

#### Retirement and Appointment

George F. Hardy, Great Northern Railway general freight traffic manager since 1946, retired effective June 30, after nearly 45 years of service.

F. J. Conrad, assistant general freight traffic manager since early 1953 became the railway's general traffic manager, assuming Mr. Hardy's duties.

Starting as a clerk at Spokane, Washington, in 1908, Mr. Hardy was with the Spokane & Inland Empire Railway from 1909 to 1927. He was appointed Great Northern traveling freight agent with head-quarters at Spokane during the latter part of 1927, becoming general agent in 1935.

He served as general freight agent in San Francisco from 1939 to appointment in October 1945 as Western traffic manager with headquarters in Seattle.

Mr. Conrad started his railroading career in 1920 with the Rock Island. After service with the Western Trunk Line Committee in Chicago, he joined the Southern Pacific's Chicago freight traffic department, then transferred to the Western Pacific as foreign freight agent in San Francisco.

Joining the Burlington Lines in 1935 as foreign freight agent in Chicago, he became assistant freight traffic manager in 1940, freight traffic manager, lines West, in 1946, and freight traffic manager—system, in 1950.

Six

Great Traffic I tive Jul Finley, W. D. freight division railway War I freight ant general

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35.

Mr. Schoonover

Mr. Merklin

Mr. Carter

Mr. Morrison

#### Freight Traffic Department Promotions

Great Northern Railway Freight Traffic Department promotions, effective July 1, are announced by C. E. Finley, traffic vice president.

W. D. O'Brien, St. Paul, to general freight traffic manager, rates and divisions. Mr. O'Brien joined the railway in 1916. Following World War I duty he served as traveling freight agent, general agent, assistant general freight agent and general freight agent. He has been assistant general freight traffic manager, rates and divisions, since early 1953.

V. P. Brown, St. Paul, to assistant general freight traffic manager, rates and divisions. Employed in the Freight Traffic Department since 1918, he has been freight traffic manager, rates and divisions, since 1953.

E. W. Bergstrom, St. Paul, to freight traffic manager, rates and divisions. Mr. Bergstrom joined Great Northern in 1920, was appointed general freight agent in 1946, and assistant freight traffic manager in 1953.

G. D. Johnson, to freight traffic manager, sales and service, St. Paul. Mr. Johnson, with 35 years of Great Northern service, became Seattle assistant general freight agent in 1950 and general freight agent in 1952. W. E. Nicholson, to assistant Western traffic manager, Seattle. In GN service since 1928, he was in Kansas City, Sioux City, Spokane and Minneapolis before becoming general freight agent in Seattle in 1948.

A. H. Engelhart, to general freight agent, Seattle. He joined GN in Chicago in 1942; transferred to St. Paul; has been Minneapolis assistant general freight agent since 1948.

R. L. Wyatt, to general freight agent, Minneapolis. With the railway since 1926, Mr. Wyatt saw service in Chicago and St. Louis traffic offices prior to appointment as Spokane assistant general freight agent in 1946.

M. V. Schoonover, to general agent, freight department, Spokane. With GN since 1939, he served in San Francisco, Sacramento, Oakland and St. Paul becoming Klamath Falls, Oregon, general agent in 1947.

R. L. Merklin to general agent, Klamath Falls. With the railway since 1940, he was appointed Portland traveling freight agent in 1952.

E. W. Carter, city freight agent, Portland, to traveling freight agent.

R. W. Morrison, chief clerk, Wenatchee, Washington, to city freight agent, Portland.

Seven

#### Montana Cherry Festival



Left to right: Princesses Marilyn Osher, Marlene Peters, Queen Sue Mechler.

In anticipation of another bumper crop in the region's rapidly expanding sweet cherry industry, Montana Flathead Lake cherry growers recently celebrated their Annual Cherry Blossom Festival.

Sue Mechler, a Junior at Polson High School, was crowned official 1954 Montana Cherry Queen. Named as Princesses were Marlene Peters and Marilyn Osher. All are residents of Flathead Lake's cherry-famous East Shore.

Sweet cherry orchards on the East Shore of Flathead Lake last year produced some four million pounds of cherries. Bulk of the crop is handled by the Flathead Lake Cherry Growers, Incorporated, of Kalispell, and the Flathead Sweet Cherry Growers of Polson.

In 1953, more than 100 carloads of the fruit were shipped via Great Northern Railway to Midwestern, Eastern and Southern destinations. YOUR RAILROADS—concluded

storage facilities before new crops can be put away.

Whatever the conditions, the railroads this year, as every year, are quietly working at their tremendous task, improving their service as experience guides them. This year another factor will contribute to that service improvement. As a result of railroad spending of more than nine billion dollars since the end of World War II for the better equipment and facilities of all sorts—including some 550,000 freight cars, the railroads are in the best physical condition in all their long history.

This improved condition will tell in the weeks ahead as the railroads hit their stride in carrying out one of the great accomplishments of modern transportation—the moving of mountains of golden grain from wheat field to storage elevator to flour mill and on to the baker, grocer, and finally, your own home.

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#### GLACIER PARK—concluded

incomparable panoramas of deep mountain valleys.

The morning's trip ends at Lake McDonald Hotel on the West side of the Park. Following luncheon at the hotel the tour continues to Belton, Montana, and connection with the streamlined Western Star.

Tours of Glacier are scheduled daily both Eastbound and Westbound throughout the Park season, June 15 through September 10, and are arranged for 1, 2, 3, 4 or 5 days. The longer tours include trips to the magnificent scenic area around Swiftcurrent Lake where popular Many Glacier Hotel is located. Others include visits at Prince of Wales Hotel across the border in Canada's adjoining Waterton Lakes Park.

For those traveling to or from Canadian Rockies areas, tours are available North and Southbound.

Eight



#### Moonlight Train Excursion for High School Grads

A moonlight excursion aboard a special Great Northern train gave Minneapolis West High seniors an unusual climax to their June 17 graduation.

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It has become the custom for high school seniors to scatter in automobiles after graduation, meeting in some distant town for breakfast. This has resulted in unpleasant and sometimes tragic occurrences.

Representatives of the West High senior class meeting with a committee of parents, decided instead to sponsor an all-night affair including the train party as a safe and sane way of keeping the exuberant kids off the highways and yet provide good entertainment under proper supervision.

To help raise funds, the senior

class sponsored a work week in the West High area, washing windows, cutting lawns, digging gardens, polishing cars and doing other odd jobs.

Following graduation exercises, the grads danced until 1 AM at Minneapolis' Calhoun Beach Club. Allowing sufficient time to change from formals to traveling clothes, chartered buses picked up the seniors and their chaperones and delivered them to the train waiting at the Great Northern Station.

The "special" which was composed of several coaches, a baggage car fitted for dancing and a commissary car, traveled to St. Cloud, Minnesota, arriving around 4:30 AM, and returned to Minneapolis at 6:30 AM. About 280 grads, their dates and chaperones made the trip.

Nine

## Industrial Progress IN AREAS SERVED BY

### GREAT NORTHERN

Opening of Scott Paper Company's huge new mill at Everett, Washington, earlier this year, brought to the Pacific Northwest one of the most modern efficient, and strategically located paper mills in the world.

History of the nationally-known 75-year-old organization began in 1879 when, influenced by the rapid development of sanitary plumbing, the brothers E. Irvin and Clarence Scott of Philadelphia saw an opportunity for the successful promotion of toilet tissue.

Several mills were selected on a contract basis to manufacture large "parent rolls" of paper, which the Scotts converted into smaller rolls of toilet tissue for private brand distribution.

(Continued on page 12)



Pulp for use in other Scott plants passes through a Fourdrinier-type drier. Times photo.



Barked logs drop into a chute and duced to chips by rapidly revolving Times photo.



Master control panel for stock meters which deliver material to the mixing chest. Times photo.



Scott Paper Company's pulp and paper mill at Everett, Washington, is located on Great Northern trackage. Arrow indicates new paper mill.



Differing from wood, bark does not dissolve so is removed by hydraulic pressure. Seattle Times photo.



Following washing and screening, the material moves to the bleaching room. Times photo.



Twelve digesters are in operation during manufacture of high quality bleached sulphite pulp.



new paper machine makes a ton-and-ajalf jumbo roll which is cut into three curent rolls on rewinder. Times photo.



Finished cases of Scott products await loading into freight cars in new shipping and warehouse area.

Juleen photo.

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#### SCOTT PAPER—continued

As time went on, the firm gradually switched from private brand production to its own advertised products. To achieve improved quality control, the company entered the actual paper making end of the business in 1910, and the pulp manufacturing phase in 1927. Expansion to the Pacific Northwest came in 1940 with the acquisition of the capital stock of the Coos Bay Pulp Corporation of Empire, Oregon.

One of the most significant steps in Scott history was taken in Nowember 1951 when stockholders of Scott Paper Company and Soundview Pulp Company, large producers of bleached sulphite pulp, agreed to a merger that brought into a single enterprise all assets of both companies.

The merger provided an ideal site for a modern paper mill adjacent to Soundview's pulp mill at Everett, and made available to Scott, more than three and a half billion board feet of standing timber, assuring an adequate supply of raw material.

The new mill has resulted in creation of advancement opportunities for many people and addition of more than 200 new employes.

At present, some 825 men and women are employed in the various manufacturing and office departments. In addition, the Timber Division employs over 900 people when camps are in full operation during the logging season.

Of the Everett plant's complement, some 575 are in occupations related to pulpmaking and 250 engaged in papermaking, paper finishing and related activities.

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A small group of experienced papermakers, maintenance and supervisory personnel were transferred to Everett from other Scott plants. All have been with the company for many years, and one of their principal functions is to train and develop the papermaking skills of the hundreds of local people who are working in a paper mill for the first time.

Presently operating in production of the company's three well-known brands of toilet tissue—Scot Tissue, Waldorf and Soft-Weve, is one high speed paper machine complete with all auxiliary equipment for manufacturing paper and finished products.

A second paper machine now under construction and soon to be installed will duplicate in many respects the original installation and will provide for the production of other sanitary paper products—Scot Towels, Cut-Rite wax paper, Scotties facial tissues and Scott Industrial Wipers. The two paper making machines represent an investment of approximately \$23,000,000.

Authorization for the installation of two additional high-speed paper making machines was recently announced by Scott president Thomas B. McCabe.

(Concluded on page 14)

Twelve



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A Sunday school teacher was showing her class a picture of the Christian martyrs in a den of lions, One little boy looked very sad about it.

"Gee," he exclaimed, "look at that poor lion way in the back. He ain't going to get any."

#### All Wet

The manager of a department store overheard a clerk say to a customer, "No we haven't had any for a long time."

Rushing to the scene, the manager assured the customer, "We'll send out and get some." Then aside to the clerk he directed: "Don't ever say we are out of anything. Say we will get some."

"But," replied the clerk, "we were talking about rain."

#### Who Else?

Father: "Now, children, tell me who has been the most obedient during the last month and done everything Mother asked them to do?"

Children (in unison): "You, Pop."

#### A New Leaf

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

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

#### Stay At Homes

"Who are those people doing all the cheering?" asked the recruit as the soldiers marched to the train.

"Those," answered the veteran, "are the people who aren't going."

#### Daily Double

Father looked up from his racing form and noticed the baby in the cradle. Turning to his wife he said, "Baby's nose is running."

His wife snorted and snapped at him, "Don't you ever think of anything else except horseracing?"

#### Easy Credit

Foreign woman customer (in bank): "I would lika to maka da loan."

Bank official: "You have to see the loan arranger."

Woman: "Who, plizz?"

Official: "The loan arranger."

Woman: "Oh, you mean da one who say 'Hi-Ho Silver?'"

#### A Connoisseur

A Kentucky Colonel always closed his eyes when he took a drink. One day someone asked him why.

"The sight of good likkah, suh," the colonel drawled, "always makes my mouth watah . . . and Ah do not care to dilute mah drink."

Thirteen

#### Heads Passenger Club



Mr. Donley

William B. Donley, Seattle Gray Line Sightseeing Company assistant general manager, was recently elected president of the Seattle Passenger Club.

Other officers include Stan Van Antwerp, ticket

clerk, CP, vice president; Donald W. Hearn, traffic representative, B&O, secretary, and Glenn Russell, Tacoma depot ticket clerk, CMStP&P, treasurer.

#### SCOTT PAPER—concluded

Plans call for completion of the third new machine early in 1955, the fourth later that year.

The third and fourth machines will necessitate construction of another building similar to that now housing existing equipment. In addition, pulp stock preparation units and machinery essential to the finishing and shipping of the complete line of Scott products will be included in the construction schedule.

Scott Paper Company's new Everett mill is more than a mere structure to house the machinery and converting equipment. Complete with harmonious color effects and recessed lighting, the mill is equipped with comfortable lounges, rest rooms, locker rooms and shower facilities. Ample space is provided for offices and storage areas.

Shipment of finished goods is expedited through conveyor systems which take cases directly to freight cars brought into the building. Car wells are under cover making possible continuous loading of cars that roll daily from the plant.

Fourteen

#### Vagabond Tours to Hawaii

Two-week Vagabond "Budget Tours" have been scheduled to the Hawaiian Islands from Seattle, Washington, four times weekly beginning July 30.

The cost of \$495, plus tax, includes round-trip transportation between Seattle and Honolulu, accommodations in moderately priced rooms with private baths at hotels near Waikiki Beach, transfers, certain meals, and various Island sightseeing tours.

Visits to pineapple plantations, the Pali, Iolani Palace and many other scenic and historic spots are featured at the Island of Oahu on which Honolulu is located.

A tour of Kauai, the "Garden Island", includes luncheon at Kauai Inn, a cruise up the Wailau River to the fabulous Fern Grotto, Waimea Canyon, Spouting Horn, and a spectacular view of Kalalau Lookout to the "Valley of the Lost Tribes".

Dozens of fascinating sights mark the tour of the Island of Hawaii, largest island in the group, including Hilo, Hawaiian National Park, Kilauea Volcano with luncheon at Volcano House, the Giant Fern Forest, the renowned Orchid Farm and lovely Rainbow Falls.

A Get Acquainted Party in Seattle the evening of departure; greetings and leis upon arrival at Honolulu; a Luau, traditional Hawaiian feast with Hawaiian food, music, dancing and other entertainment; dinner at the Royal Hawaiian Hotel, and the famed Aloha Dinner under the stars by the surf at Moano Hotel are other special tour features.

Complete information on Vagabond "Budget Tours" to Hawaii can be obtained from any Great Northern travel representative.

PROGRESS IS A GREAT NORTHERN HABIT

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#### New \$1,500,000 Ski Area

Plans for an elaborate \$1,500,000 ski development and year around resort center in the Cascade Mountains at Corral Pass, Northeast of Mount Rainier in Washington, were revealed in June.

Included in the plans are construction of what is said to be one of the world's longest ski lifts, a threestory lodge and a high mountain "vista house."

Four and possibly five double chair lifts, each about a mile in length would carry skiers and visitors to the summits of surrounding mountains. The glass-enclosed "vista house" would be atop Castle Mountain, reached via one of the lifts.

A gondolet system with more than 200 glass-enclosed cars on an overhead cable supported by steel towers, each capable of carrying six passengers, would run from a 2,000-car parking area to the lodge, a distance of two miles.

Corral Pass, located 60 miles from Tacoma and 70 miles from Seattle, often is called the "Sun Bowl of the Cascades", and would be capable of handling more than 9,000 skiers a week end during a five month winter sports season. It is in an area sheltered from storms and is slide free. Skiable elevations range from 2,600 to 6,300 feet.

The project is under sponsorship of the Rainier View Skyways Committee of Seattle and has the endorsement of the Seattle Junior Chamber of Commerce.

#### Lady Peel Travels GN



Comedienne Beatrice Lillie and co-star Reginald Gardiner arrive at Vancouver, B. C., aboard the streamlined International. Vancouver Sun photo.

Beatrice Lillie, internationally-known Canadian-born comedienne who is the widow of the late Sir Robert Peel, recently traveled to Vancouver, British Columbia, from Seattle, Washington, aboard Great Northern Railway's streamlined International.

Accompanied by co-star Reginald Gardiner, Miss Lillie is on an extended North American tour in the Broadway hit "An Evening With Beatrice Lillie".

#### Whitefish-Kalispell Bus Schedules

Great Northern Railway daily motor bus service between Whitefish

and Kalispell, Montana, now is operated on the following schedule:

Lv.	Kalispell5:50 AM	9:55 AM	1:35 PM	3:25 PM	5:10 PM
Ar.	Whitefish 6: 20 AM	10:25 AM	2:05 PM	3:50 PM	5:40 PM
Lv.	Whitefish 6: 40 AM	10:55 AM	2:50 PM	4:15 PM	6:10 PM
Ar.	Kalispell7:10 AM	11:25 AM	3:15 PM	4:45 PM	6:40 PM

Fifteen

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#### GN Vets Convene







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Approximately 1,300 members of the Veterans' Association of the Great Northern Railway were in attendance at the group's 42nd annual convention held in Minneapolis, Minnesota, on June 5. The organization is made up of more than 4,000 active and retired Great Northern employes each with 25 or more years continuous service.

Renamed to executive posts were J. C. Sullivan, president; H. N. Hansen, vice president and J. H. Marthaler, secretary-treasurer.

#### Passenger Train Changes

Effective July 11, 1954, the Western Star, Great Northern Chicago-Twin Cities-Seattle-Portland daily streamliner will operate between the Twin Cities and Fargo via the St. Cloud-Fergus Falls line instead of the Willmar-Breckenridge route. This will give St. Cloud, Sauk Centre, Alexandria, Fergus Falls and Barnesville direct GN transcontinental streamliner service.

With the change, the Westbound Western Star, train 3, will leave St. Paul at 8:30 AM, leave Minneapolis 9:00 AM and arrive Fargo 1:43 PM. The Eastbound Western Star, train 4, will leave Fargo at 4:40 PM, arrive Minneapolis 9:55 PM, arrive St. Paul 10:30 PM. Departure and arrival times at Chicago and Seattle-Portland are unaffected. Other details

are included in a revised time table folder dated July 11, 1954.

The Fast Mail, Twin Cities-Seattle train on the Willmar-Breckenridge line will make all stops formerly made by the Western Star between the Twin Cities and Fargo, both Westbound and Eastbound. There will be an added streamlined coach in this train in both directions between St. Paul and Minot for connection with the Western Star at Minot.

Other changes resulting from rerouting of the Western Star are as follows:

Daily trains 29 and 30 between the Twin Cities and Grand Forks via St. Cloud and Fergus Falls, will run between St. Cloud and Grand Forks only, daily except Sunday.

Trains 7 and 8, the daily Winnipeg Limited, will make flag stops to pick up and discharge passengers at Robbinsdale, Osseo, Rogers, Albertville, Monticello and Clearwater.

Westbound train 9, the Dakotan, to operate out of the Twin Cities to Minot daily except Saturday. The companion Eastbound train 10, to operate from Minot daily except Sunday.

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The railway will provide a dieselelectric motor car operation, Sunday only, between Fargo and Minot, via Grand Forks, leaving Fargo at 6:00 AM Westbound and Minot at 4:00 PM Eastbound. This will be on a trial basis, with continuation dependent upon patronage.

#### Prelates Travel GN

Following a recent visit to Havre, Montana, His Eminence Cardinal Samuel A. Stritch and the Right Reverend Monsignor William McNichols, both of whom are from Chicago, Illinois, returned to that city aboard Great Northern Railway's streamlined Empire Builder

Sixteen



#### Aquatennial Time in Minneapolis

The Minneapolis Aquatennial coincides with Minnesota's peak tourist season. This year's 15th annual celebration which is scheduled July 16 through 25 will add zest to living in Minneapolis and focus wide attention on the vacation areas and visitor attractions of Minnesota, "Land of 10,000 Lakes".

Aquatennial is a combination of two Greek words, "aqua" meaning water, and the Latin derivative "tennial" meaning annual. More than that, its objective is to advance and promote civic betterment and general welfare, its trade, commerce, educational and religious life, and to foster a spirit of goodwill and friendliness among the people of the community and those living elsewhere in the state and nation.

Focal points of the ten-day festival are two giant parades attended by an estimated 750,000 spectators. Six separate divisions with over 7,000 participants make up the day parade scheduled for July 17 and the torchlight parade set for July 21.

The Aquatennial's "Topsy" is the Aqua Follies, the water show that grew into the nation's most spectacular aquatic event. Originated by two Minneapolis men, Aqua Follies features Olympic and comedy diving combined with a precision water ballet and star-studded stage show. Aqua Follies is presented in a specially constructed outdoor arena overlooking one of the city's many lakes. Following a 12-day stand, Aqua Follies will move to Seattle to play (Continued on page 18)

Seventeen

THE STREAMLINED EMPIRE BUILDER

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#### British Empire Games

Undoubtedly the greatest highpoint of the forthcoming British Empire Games at Vancouver, British Columbia, July 30 through August 9, will be the mile-race finals on August 7.

Roger Bannister, the man who recently cracked the sound barrier of track with a 3.59.4 mile, is scheduled to run on that day against other crack milers Murray Halberg and John Landy. This will be Bannister's first race in North America since he bettered the four minute mile.

Similar to and second in importance only to the Olympics, the British Empire and Commonwealth Games are held every four years in a different Commonwealth nation, virtually all of which are represented. There is a full slate of track and field events, swimming, diving, rowing, boxing, wrestling, fencing and many other team and individual competitions.

Sports fans from all over the world will converge at Vancouver for the games, where more than two and a half million dollars has been spent in preparation of special facilities. Many will travel via Great Northern Railway's streamlined Internationals which provide three times daily service in both directions between Seattle, Washington, and Vancouver.

#### AQUATENNIAL—concluded

before expected capacity audiences at that city's Seafair celebration.

Target at which the entire Aquatennial is aimed is selection of the Queen of the Lakes, titular ruler of the summer season. Forty carefully selected girls compete for the honor. The climax comes July 23 with the glittering Coronation at the new Parade Stadium. As a reward, the new queen traditionally takes a trip abroad.

Most inspirational event is the In-

Eighteen

terdenominational Religious Service July 18. It has become tradition that the Naval Cadet Pensacola Choir sings a program of religious music and visiting religious leaders deliver sermons.

The Aquatennial sports program reads like an encyclopedia of summer sports. Included are regattas, AAU swimming, National Amateur Bicycle Races, fly and bait casting, power boat races, track and field events and many others. Of 119 scheduled Aquatennial events, 114 are free to the general public.

#### E. A. Dye Retires

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E. A. Dye, head of Great Northern Railway's traffic office in Tacoma, Washington, for the past 16 years, retired on June 30.

His duties in charge of the railway's freight and passenger sales and service activities in Tacoma were taken over by Paul Meyers, who is general agent there.

Dye joined Great Northern in 1910 as contracting freight agent at Vancouver, British Columbia. In 1920 he became general agent there, transferring to Seattle as assistant general freight agent where he remained until appointed assistant general freight and passenger agent at Tacoma in 1938.

Meyers has been with Great Northern since 1917, starting in Vancouver, British Columbia. He also served in Klamath Falls and Seattle before going to Spokane in 1936 as passenger solicitor. He became city passenger agent in Wenatchee in 1937; passenger representative there in 1941, and traveling passenger agent in Spokane in 1947. Returning to Tacoma in 1951 as general agent, passenger department, he became general agent with freight and pas-

senger responsibilities in 1953. assista



Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1954, are: George A. Blaha, conductor, Breckenridge, Minn.; John V. Englund, painter, St. Paul, Minn.; William P. Gannon, conductor, Everett, Wash.; Howard I. Keller, carman painter, St. Paul, Minn.; Frank Lux, engineer, St. Paul, Minn.; John D. McCulloch, dispatcher, San Lorenzo, Cal.; Peter J. Schweitz, baggageman, St. Paul, Minn.

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Members reported pensioned during June, 1954, are: Arthur J. Blinkhorn, commercial telegraph agent, St. Paul, Minn.; Richard A. Drechsler, engineer, Crookston, Minn.; Wilson F. Foley, conductor, Breckenridge, Minn.; William A. Glasgow, warehouseman, Sandstone, Minn.; Joseph P. Leahy, engineer, Havre, Mont.; Edward Larson, engineer, Grand Forks, N. D.; Sidney E. Luft, chief clerk, Minneapolis, Minn.; Julius F. Peters, engineer, St. Cloud, Otto G. Sellberg, engineer, Crookston, Minn.; Albert C. Weiss, store attendant, Great Falls, Mont.

Raymond F. Berg, St. Paul, a member of Great Northern's Law Department since 1919, retired effective June 30. Mr. Berg was appointed general attorney in 1945 and has been assistant general counsel since 1950.

Newly appointed GN attorney at St. Paul is Curtis H. Berg. In practice at Renville, Minnesota, since 1949, he also was village attorney for Sacred Heart, Minnesota.

Great Northern Railway carried 6,271 children on organized educational trips over its Puget Sound lines during the school year just ended. An additional 1,226 adult escorts, parents and teachers, accompanied the tours.

Records show that through its 25th birthday on June 10, 1954, Great Northern's Empire Builder carried more than 4,275,000 passengers since it went into service in 1929.

During the same period nearly 12,500,000 meals were served in Empire Builder dining cars. It would take a family of four persons 2,845 years to consume that much food.

Leavenworth, Washington, which boasts one of the finest jumping hills in the country, has been selected as the site of the 1955 National Ski Jumping Championships. The meet is tentatively scheduled for February 5 and 6.

Nineteen

#### New devices cushion Great Northern lading



RECENT ADDITIONS to Great Northern's progressive freight system are boxcars equipped with cushion underframes.

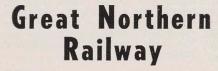
Two of the most recent innovations in scientific shipping are now being added along Great Northern's Chicago-to-Seattle-Portland system—the cushion underframe and the steel bulkhead compartmentizer. These devices, plus Great Northern's continuous Damage-Free Car-Loading program offer a shipper greater assurance than ever that his load will arrive intact.

#### PROGRESS IS A GREAT NORTHERN HABIT



HOW COMPARTMENTIZERS separate loads and take up slack is shown in this cutaway sketch.

Your freight goes great when it goes





FULLY ADJUSTABLE, the 'compartmentizer' gates can be made to fit any size load, any kind of load.



Form 6009 7-54

Printed in U.S. A.

The Great Morthern

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AUGUST 1954



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# Unusual Shipments

VIA GREAT NORTHERN RAILWAY



Four cranes were required to hoist the 125,000-pound high pressure autoclave onto GN flatcars.



Fresh from Africa, young giraffes travel between St. Paul and Scattle via Great Northern Railway.



Resting on three flatcars, 128-foot autoclave pressure unit moved to the Head of the Lakes via Great Northern.

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Freight size and Great No way's sn ances at handling

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#### Unusual Shipments Are a Great Northern Specialty

Freight shipments of extraordinary size and weight often are routed via Great Northern because of the railway's smooth roadbed, wide clearances and excellent facilities for handling such movements.

Three separate freight shipments of more than usual interest that moved via Great Northern Railway during the month just passed, included a 270-ton aluminum rod rolling mill destined for Anaconda Copper and Wire Company at Black Eagle, Montana; a 128-foot, 125,000-pound autoclave pressure tank that required the use of three flatcars, and a pair of young male giraffes, newly arrived from Africa, for Seattle's Woodland Park Zoo.

The million dollar, all-automatic aluminum rod rolling mill was built for Anaconda by the Svenska Metallverken of Vasteras, Sweden, and was transported from Stockholm by the freighter S. S. Lions Gate of the Johnson Lines, to Seattle's East Waterway Dock, by way of the Panama Canal.

The shipment comprised 120 separate crates with a gross weight of 270 tons, with several of the individual crates weighing in excess of 10 tons each. Approximately 15 freight cars of various types were required to move the mill from Seattle to the Montana destination. Transfer from the freighter to the cars took about a week.

Four heavy cranes, two overhead type inside the plant, and two mobile type, were required to hoist the 63-ton high pressure autoclave onto three flatcars required to transport it from Minneapolis to Duluth, Minnesota.

Fabricated of three-quarter inch steel at the Minneapolis plant of the William Bros. Boiler and Manufac-

itoclave of the turing Company, the device measured over 100 inches in inside diameter and 128 feet in overall length.

The autoclave actually is a huge pressure cooker, designed for the rapid curing of concrete building blocks. Outdoors, under average conditions, it takes about 28 days to cure these blocks. By using the autoclave, 3,672 blocks at a time are cured under 150 pounds of steam pressure at 350 degrees, in approximately 10 hours.

Although three flatcars were required to transport the boiler-like shipment, the weight rested on special saddles mounted on the end cars only. The center flatcar served merely as a spacer.

The baby giraffes were private car passengers on Great Northern's transcontinental time freight the "Westcoaster," on the last stage of a long journey from Kenya, East Africa, to Seattle's Woodland Park Zoo.

The gentle creatures, whose age is estimated at from one and one-half to two years, and who stand nine and ten feet tall, traveled in crates in a specially equipped all-steel automobile car from Clifton, New Jersey, to Seattle. Woodland Park Zoo foreman Frank Vincenze, acted as escort and keeper, sleeping whenever possible on a cot set up in one end of the car, and providing his charges with a well balanced diet of cracked grain, bananas and hay.

After an isolation period of several days to give them time to settle down and become accustomed to their new surroundings, the giraffes have become one of Woodland Park's most popular attractions. Valued at over \$5,000 each, they were donated to the zoo by S. L. Savidge, Seattle businessman.

Three

## The Great Northern



VOL. 24

August, 1954

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 in-terest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

#### J. M. HAGEN, Editor

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

#### The Goat's Cover



Washington's Mount Rainier. "Monarch of the Cascades," rises to 14,408 feet above sea level. Ray Atkeson photo.

Four

#### The Iron Horse

Across your last horizon And into the lonely dawn Your smoke bedarkened silhouette Parades and then is gone.

We're silent as we watch because We know you'll not come back For in your wake a diesel now Hums proudly down the track.

Gone is your friendly whistle From the lonely sleepless night, Gone is your growl and chatter, Pulling trains with all your might.

Gone is your steam unfolding Into clouds above the train Tinged red in winter's sunset As you fled across the plain.

We loved your gay cavorting And we feared your strength and roar,

We had you fetch our loved ones home

When woe knocked at our door.

Good-by, old clumsy giant With your grimy grease and smoke, Good-by, old faithful friend of man, From us old fashioned folk.

The hand upon your throttle Built a nation, made it bold, Won its wars and fed its children And was good to young and old.

-Tom of Turkey Valley.

Reprinted from Arch Ward's "In the Wake of the News' column which appears in the Chicago Tribune.

THE STREAMLINED EMPIRE BUILDER

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Bon dance drummers work in shifts, replacing one another without disturbing the rhythm of the dance.

Colorfully clad dancers shuffle around musicians' towers, gaily decorated with banners and flowers.

#### The Bon Season in Hawaii

Hawaii islanders dance all summer long, but it's not all the hula.

Families of Japanese ancestry kick up their zoris every weekend evening in bon odori dances.

All wear kimonos and the zoris, or sandals. Many of the older folk also wrap their heads in stenciled cloths. In great circles they shuffle and half-run around musicians' towers decorated with banners and flowers.

A religious festival many centuries old, the bon season is a time of rejoicing when spirits of the dead are supposed to return to earth.

Lanterns are lighted in many cemeteries and at some Buddhist homes.

Stars of the dances often are the

drummers. Experts replace each other, and as one becomes worn out from the steady pounding, another takes his place without missing a single beat.

Polynesian dancing hits its greatest peak in Honolulu in August.

Hulas are danced every day of the year, but four Sundays in August are especially dedicated to the swaying hips and story-telling hands.

This year's dates are August 8, 15, 22 and 29.

On each of the afternoons, several hundred men, women and children dance in costume in Queen Kapiolani Park. Temple hulas, love hulas

(Concluded on page 6)

Five











Rintoul

Ivory

Hanggi

Lemis

Watkins

#### GN Traffic Department Personnel Changes

Great Northern Railway traffic department appointments, effective August 1, are announced as follows:

P. C. Ivory, district passenger agent at Detroit, to city freight agent there, succeeding the late W. J. Rintoul.

E. J. Hanggi, St. Paul city passenger agent, to district passenger agent at Detroit.

D. E. Lewis, to city passenger agent, St. Paul, from city ticket agent, St. Paul.

W. B. Watkins, to city ticket agent, St. Paul, from passenger representative, St. Paul.

E. L. Faeth, to St. Paul passenger representative, from traveling passenger representative on the Empire Builder.

Mr. Rintoul joined Great Northern as a stenographer in its Chicago traffic office in 1911. He became traveling passenger and immigration agent in 1916. Following World War I military duty he served successively as chief clerk in the St. Paul Agricultural Department, traveling agricultural development agent in Chicago, traveling passenger agent and district passenger agent, both in Detroit. Appointment as Detroit city freight agent came in 1949. He died on July 4.

Mr. Ivory came to Detroit in 1950 as district passenger agent after three years as assistant ticket agent in Chicago. Previously he was traveling passenger representative on the Empire Builder.

Mr. Hanggi, with Great Northern since 1942, has been city passenger agent in St. Paul since 1951. Earlier he was a clerk in the Auditor of Freight Receipts Department in St. Paul and has served as passenger representative in St. Paul, Seattle and Minneapolis.

With the railway since 1948, Mr. Lewis was Empire Builder passenger representative until March 1951 appointment as St. Paul passenger representative. He has been city ticket agent there since September 1953.

Mr. Watkins was passenger representative on the Empire Builder from September, 1947, until appointment as St. Paul passenger representative in September, 1953.

Mr. Faeth's Great Northern service dates to 1950 when he joined the Passenger Traffic Department in St. Paul. He has been traveling passenger representative on the Empire Builder since mid 1953.

#### BON SEASON—concluded

and comic hulas are performed to the accompaniment of clicking pebbles, bamboorattles, gourds, ukuleles and guitars.

Both bon dances and hula festival dancing are free to visitors.

Six

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Montana bound teenagers. Upper left; Golden West Lodge party. Above; Spotted Bear Lodge boys. Left; M Lazy V Ranch girls.

#### Dude Ranch Vacations via GN

Extended Montana dude ranch vacations were in store for four special party groups of teenagers, recent passengers aboard Great Northern's streamlined Western Star.

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Bound for Kalispell and Golden West Lodge were 15 "dudettes" in charge of Mrs. Irene Underwood. Twenty-four girls with chaperone Miss Estelle Meadoff, were en route to the M Lazy V layout near White-fish. Destination of Mrs. Louise Carpenter's group of 27 boys was Spotted Bear Lodge at Coram, while Miss Mona Pick acted as traveling escort for a party of 50 girls headed for Rocky Bar O Ranch at Bigfork.

Numerous dude ranches for adults and for teen age boys and girls are located in the territory served by Great Northern Railway in Montana, Idaho, Washington, Oregon, Alberta and British Columbia. Rates in most cases, are all-inclusive and provide for transportation from and to the nearest Great Northern passenger station, comfortable modern accommodations with all the comforts of home, an abundance of excellent food, exclusive use of a well broken horse, and participation in all ranch activities and entertainment.

In addition to horse back riding, there are countless interesting things to do—fishing, hunting in season, trail and pack trips, mountain climbing, moonlight rides, steak fries and barbecues, community dances, real Western rodeos and games of all kinds. Ranches located in the vicinity of Glacier National Park include

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

#### William Crooks Dedication



Miss Crooks presents locomotive's oil can to Mr. Congdon. Mr. Turnburke at rostrum.

On June 28, 1954, date of the 92nd anniversary of the first railway operation in Minnesota, the locomotive which made the first run between St. Paul and what is now Minneapolis, Great Northern's William Crooks, was formally given into possession of the St. Paul Union Depot Company. The Crooks has been on permanent display in the depot concourse since last April.

Following a luncheon for distinguished guests, brief presentation ceremonies began at 1:15 PM, at which time all locomotives in the area blew their whistles in salute to the old timer.

V. P. Turnburke, GN executive vice president, made the formal presentation, giving as a symbol of possession, the locomotive's 50-year old oil can to Miss Evelyn Crooks, who in turn, handed it to Harry P. Congdon, vice president and general manager of the St. Paul Union Depot Company.

Miss Crooks is the granddaughter of Colonel William Crooks, chief engineer for the St. Paul & Pacific Railway, parent line of the Great Northern, for which the locomotive was built.

Carl W. Jones, president of the Minnesota Historical Society, presided at the ceremonies. Guests included Bernard S. Crooks, father of Miss Crooks; Louis W. Hill, Jr., grandson of James J. Hill; Governor of Minnesota C. Elmer Anderson; the Misses Anita and Laura Furness, granddaughters of Alexander Ramsey, who was the first territorial governor of Minnesota, and governor of the state when the Crooks made its first run; Mayor of St. Paul Joseph Dillon; Mayor of Minneapolis Eric Hoyer; Dr. Dean Harold Cater, director of the Minnesota Historical society: Joseph W. Zalusky, president of the Hennepin County Historical society; Mrs. Anna R. Elm, secretary of the Minnesota Territorial Pioneers: Wilkie Collins, past president of the Junior Pioneers Association of Ramsey county; Clifford Peterson, Paul Rasmussen and E. W. Lund, members of the Minnesota Railroad and Warehouse Commission, and Joseph C. Sullivan, president of the Veterans' Association of the Great Northern Railway and the man who superintended the installation of the William Crooks in the depot.

#### DUDE RANCHES—concluded

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trips into the Park as part of their regular programs.

The late summer and fall months are ideal for dude ranch vacations in Montana and the Pacific Northwest. The mountain air is bracing. days are pleasant and warm, with nights crisp and cool. Many ranches remain open during the late fall to accommodate hunting parties. Some are open the year around.

Eight



The Lilly-Shiely party about to board the Western Star.

#### Good Grades Pay Off with Glacier Park Trip

A group of happy small fry recently boarded Great Northern Railway's streamlined Western Star at St. Paul Union Depot, bound for a week's vacation in Glacier National Park in Montana.

The trip was a reward for their good school work during the past year from their grandfathers Richard C. Lilly and Joseph L. Shiely, prominent St. Paul businessmen.

ES—conclude

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and warm,

The grandfathers accompanied the group in a private Pullman sleeping car attached to the streamliner.

Youngsters who made the trip included Joe Shiely, Jr., James Shiely, Dan Shiely, Sandra Shiely, Shawn Murphy, Tara Murphy, Mary Jane Malone, Molly Malone, Charles Lilly and Mike Murphy.

Adults serving as escorts included Kathlyn Culligan, Dorothy Goth, Mrs. J. M. Culligan, Mrs. Joseph Shiely, Mrs. Joseph Malone and Mary Ann Lilly. The Malones are Mr. Lilly's neighbors. Included in the group were members of the Dr. J. M. Culligan family.

#### Glacier Park Trail Hikes

Naturalist conducted trail hikes to Grinnell Glacier, delayed because of unusually deep snows at higher altitudes in the Park, have been resumed.

Other Park trails recently opened include Ptarmigan Tunnel between Many Glacier and Belly River basins; Gunsight Pass and Brown's Pass.

Nine

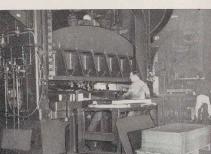


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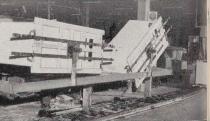
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A 500-ton hydraulic draw press cuts out large sheet metal parts and shapes the sections in one operation.





Sealing compound is applied to chest type freezer shells, shown mounted on rotating jigs.



Primer and finish enamel, stored in 3,000-gallon tanks, is mixed, then piped directly to spray equipment.



Progressive rolling dies are utilized to form outer shells for refrigerators, freezers and druers.

Metal sections are quickly welded into seamless one-piece refrigerator and freezer liners.

## ri Progress

#### ERVEY GREAT NORTHERN

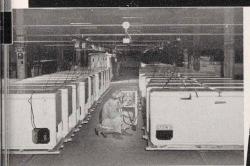
a scant quarter of a century, Franklin rufacturing Company, Incorporated, of meapolis and St. Cloud, Minnesota, has wn to where it ranks as one of the nation's ting contract manufacturers of electrical refrigeration equipment.

ganized in Minneapolis in 1929 to produce quality specialized electrical equipment, f firm expanded rapidly, and soon was lying a wide variety of products to leadoil and rubber companies, mail order ses and chain stores.

(Continued on page 12)



Nearly completed clothes dryers move toward the end of the assembly line.



Freezers and refrigerators are carefully checked for possible leakage of refrigerant while "on test."

ed to ch



S. M. Ruhr, superintendent (left), and J. E. Mills, engineer.



Completed refrigerators undergo a final inspection before being crated.



Loaded with Franklin products, GN cushion underframe freight car is ready to roll. Plant has facilities for 18 cars.



#### FRANKLIN-continued

During World War II, company efforts were redirected toward research, development and production of welding equipment, transformers, battery chargers, quartz crystals, electronic devices and various other products for Army, Navy and Air Force use.

With cessation of hostilities in 1945, the firm organized its Refrigeration Division. A large one-story plant at St. Cloud, approximately 70 miles from the Twin Cities, which, during the war had been devoted to production of aircraft fuselages, empennages and wing assemblies, was acquired. At the same time, Franklin obtained the services of veteran sheet metal production expert Dave Rusan, who had set up and directed operation of the war plant for its former owners.

Since 1945, Franklin, under Mr. Rusan's active supervision, has more than doubled its St. Cloud floor area to where it now totals more than half a million square feet.

Twelve

The manufacturing process begins after unloading of the sheet steel from which is formed the outer shells, liners, doors and other component parts. Huge hydraulic presses stamp, form and pierce doors and panels in a single operation. Progressive rolling dies are employed in the shaping of cabinet shells. Electric seam welders rated at 275 k. v. a. render refrigerator and freezer liners airtight and impervious to moisture with application of intense heat applied under tons of pressure.

Sections to be bonderized and painted then move on conveyers through solutions that remove all traces of oil, grease and other foreign material, then through spray booths and baking ovens to the as-

sembly lines.

Primer and finish paint is stored in 3,000-gallon tanks from which it is pumped to mixing machines and piped directly to the spray booths.

Units move smoothly along the assembly lines. Outer shells are placed in rotating jigs and sealing compound is applied. Insulation is fitted into place and metal liners positioned. The mechanical refrigeration units are installed and charged with refrigerant. After doors, fittings, hardware and trim have been attached, each refrigerator and freezer goes "on test" through several cycles of operation, during which special sensitive electronic instruments are used to check for possible leakage.

Completed units then are given a final visual inspection, are crated. and moved to the warehouse or directly to loading docks for shipment to customers who are nationally known for the high quality of the products that bear their trademarks. Shipping facilities are arranged so that 18 freight cars can be handled at one time.

(Concluded on page 14)

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#### Good Counsel

A professor who had taught for many years was counseling a young "You will discover," he teacher. said, "that in nearly every class, there will be a youngster eager to argue. Your first impulse will be to silence him, but I advise you to think carefully before doing so. He probably is the only one listening."

#### Line Forms to the Right

The boy who made good in the big city asked his aged mother to come to visit him. He got the old lady a room with private bath in a big hotel. The next morning the boy asked:

"Did you have a good night's rest,

mother?"

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"Well, no, I didn't," the lady confessed. "The room was fine and the bed was comfortable. But I couldn't sleep very much, for I was afraid someone would want to take a bath, and the only way to it was through my room!"

#### No Hidden Extras

She: "Do you love me for myself alone?"

He: "Yes, and when we're married, I don't want any of the family thrown in."

#### 4-F

When the Army Doctor asked the draftee if he had any physical defects, the draftee said, "Yes Sir, no guts."

Two Bags

Into a downtown bar walked a middle-aged woman carrying two handbags. She plunked herself down on a stool, placed the bags on the bar, ordered a beer, and announced, "I lost my mother tonight."

The bartender, impelled to say something sympathetic, said "Gee,

that's too bad."

"Yop," said the woman, blowing the foam off her beer, "I lost her at a bar. That's why I have two pocketbooks."

#### Great Day

John loved the good things of life. So when an uncle, who was old and stingy, left him a sizeable sum, John wrote friends the good news in these words: "Yesterday at five in the morning, my uncle and I passed on to a better life."

#### He'll Do

The civil service applicant applied for a position in the diplomatic corps. "What makes you think you are qualified?" he was asked.

"I've been married 20 years," he answered modestly, "and my wife still thinks I have a sick friend."

#### All Set

Prospective father-in-law to his daughter's young man: "And what are your prospects?"

"Oh, pretty good! Unless your

daughter has misled me."

Thirteen

#### THE REAL OPEN ROAD



#### FRANKLIN—concluded

Factors to which the rapid rise of the company in this highly competitive industry must be attributed include efficient organization, a well engineered plant, an experienced, hard working and far sighted labormanagement team, and products of excellent quality, attractive in appearance and dependable.

Administrative offices as well as the Electrical Division of Franklin Manufacturing Company, Incorporated, are located in Minneapolis, Minnesota. It is here that a prospective customer submits the specifications of his planned product for analyzation as to functional design and development.

Officers in addition to Mr. Rusan, who is vice president in charge of production, and general manager, Refrigeration Division, include M. L. Pugh, president; R. G. Pugh, vice president and general manager; J. C. Hammond, vice president in charge of sales, and A. M. Gunn, controller.

Passenger Service Changes

Great Northern passenger trains 191 and 192 operating daily except Sunday between Breckenridge, Minnesota, and Aberdeen, South Dakota, have been discontinued.

Passenger service between these points now is provided by daily except Sunday mixed trains 325 and 326 as follows:

Train 325 leaves Breckenridge at 7:00 AM; leaves Campbell, Minn., 7:21 AM; leaves Rutland, N. D., 11:05 AM, and arrives Aberdeen 2:10 PM.

Train 326 leaves Aberdeen at 4:45 PM; leaves Rutland 8:10 PM; leaves Campbell 11:06 PM, and arrives Breckenridge 11:30 PM.

Schedules of daily except Sunday mixed trains 337 and 338 operating between Rutland and Forbes, North Dakota, have been adjusted to provide connections with trains 325 and 326 at Rutland.

Train 337 leaves Rutland at 11:10 AM, and arrives at Forbes 1:55 PM. Train 338 leaves Forbes at 2:10 PM. and arrives at Rutland 4:55 PM.

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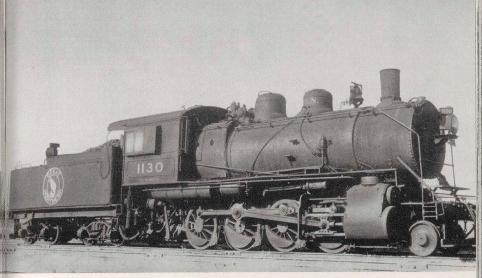
#### International Trade Fair

The Washington State Fourth International Trade Fair has been scheduled for the period March 11 through 25, 1955 in Seattle. Emphasis will again be on goods from the Pacific and Asian area countries that are seeking stable markets in the United States.

It is again planned that an International Marketing Conference at the University of Washington will precede the Fair for the benefit of visiting exhibitors.

The annual Fair in Seattle is the largest regularly held exhibition of exclusively foreign merchandise in the United States that is open both to trade buyers, and during evening hours to the general public.

Fourteen



Retired GN locomotive No. 1130 has been donated by the railway for service in South Korea.

#### GN Locomotive Will See Service in Korea

An old "war horse" has come out of retirement to aid the cause of peace. Shopped and sporting a new coat of paint, veteran Great Northern locomotive No. 1130 will help the railway rehabilitation program in South Korea.

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The coal-burning steam engine, a gift of Great Northern to the American-Korean Foundation, was headed for the scrap track because of replacement by diesels on the railway's Allouez, Wisconsin, ore docks late last year.

It is a class F-7 Consolidation locomotive built by Cooke in 1901. Weight including tender is 112 tons, and length with tender is 73 feet. Tender capacity is 19 tons of coal and 8,000 gallons of water.

With well over 50 years of GN service, 34 of which were on the Mesabi division, No. 1130 was found

to meet weight standards and other specifications for service on the Korean railroads. It was put into good operating condition by Great Northern, and is capable of delivering many thousands of miles of badly needed service on South Korea lines.

The locomotive moved from the Superior shops to Saint Paul, where it joined the San Francisco bound Twin Cities-Korean Express, carrying several carloads of Korean rehabilitation materials and equipment donated by Upper Midwest business firms.

The American-Korean Foundation is a non-profit, non-sectarian, non-political organization through which American business is providing aid to millions of Koreans who have lost everything except the courage to fight Communism. General James A. Van Fleet is chairman,

Fifteen

#### Aboard the Empire Builder



The Chicago bound Stewart Fern family inspects the streamlined Empire Builder at Seattle. Forde photo.

Stewart Fern of Honolulu, public relations director of the Hawaii Visitors Bureau, Mrs. Fern and their three children aged 7, 4 and 1, were passengers on Great Northern's streamlined Empire Builder, from Seattle to Chicago during their recent visit to the mainland.

According to Mr. Fern, the trip aboard the Empire Builder was the realization of a childhood dream that dates back to Great Northern's "Old Timer" radio show. It was the first rail journey for the youngsters.

#### GN Educational Tours

Educational tours enabling Great Northern passenger traffic personnel to learn more about their railway and its territory, now in progress, will continue through August.

Sixty-four persons from passenger traffic offices along the railway and also those located in cities elsewhere in the United States and Canada are making the tours in groups ranging from six to eight each. Nine groups are scheduled, four starting in St. Paul, Minnesota, and working westward, and five starting in Portland, Oregon, and moving eastward.

Each group spends ten days on the railway. The visits include Great Northern general headquarters and other installations in St. Paul and Minneapolis, Glacier National Park, Waterton Lakes Park, and several cities in Montana, Washington, Oregon, and British Columbia.

The tours for passenger traffic personnel follows the success of similar educational visitations by 200 Great Northern freight traffic men.

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Two-day tours of the general office building and Twin Cities terminal installations are planned for 50 Great Northern operating department men starting in mid-August. Operating department personnel from throughout the system will gather in the Twin Cities to form groups averaging 10 in number for five tours spread over a ten week period.

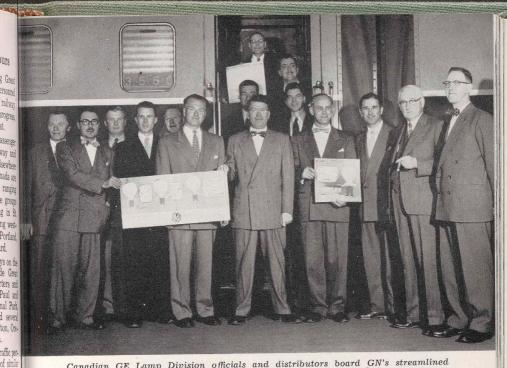
#### Puget Sound Steamship Service

During the period September 26, 1954 through April 23, 1955, the Canadian Pacific Steamship Company

will provide service between Seattle, Washington, Victoria and Vancouver, British Columbia, as follows:

14 70777		4:00PM	Lv	Seattle	Ar	2:45PM	-
The book in the contract of th		9:15PM	Ar	Victoria	Lv	9:30AM	
7:00AM 9:30PM Ar Vancouver Lv 9:30AM 11:50	11:59PM	4:00PM	Lv	Victoria	Ar	3:00PM	7:00AM
	7:00AM	9:30PM	Ar	Vancouver	Lv	9:30AM	11:59PM

Sixteen



Canadian GE Lamp Division officials and distributors board GN's streamlined International at Vancouver, B. C. Leonard Frank photo.

#### Canadian GE Sales Groups Travel Great Northern

Groups of officials of Canadian General Electric Company, Pacific District of the Lamp Division, distributors and sales staffs recently attended "Lightorama" shows held in Seattle Washington. Travel between Vancouver, British Columbia, and Seattle was aboard Great Northern Railway's streamlined Internationals.

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Included were representatives of British Columbia Electric Company; Van Horn Electric Supply, Ltd.; Pacific Distributing Company, Ltd.; Western Wholesale Drugs, Ltd.; H. Y. Louie Company, Ltd.; E. A. Morris, Ltd.; Bearing Supply Company, Ltd.

Fast-moving "Lightorama" shows featuring various phases of General Electric's Lamp Division research and merchandising program, consisted of lively skits interspersed with technical presentations by GE engineers from Nela Park, Cleveland, Ohio.

Each show concluded dramatically with lighting of the largest lamp in the world, GE's 75,000-watt monster built especially to commemorate this 75th anniversary of Edison's first practical incandescent lamp.

#### Sperry Chalets

Schedule of charges at Glacier Park's Sperry Chalets, reached only by trail, are as follows: Lodging, \$2.50 per night; breakfast, \$1.50; luncheon, \$1.75; dinner \$2. Sack lunches are priced at \$1 and \$1.75.

Seventeen

#### Heads Rotary Clubs



Left to right: Seattle Rotary Club president Michael Dederer, Mrs. Taylor, Mr. Taylor and Mrs. Dederer. Forde photo.

Rotarians from all over the free world, meeting in Seattle, Washington, recently named Herbert J. Taylor of Chicago, to head their organization for the ensuing year. Mr. Taylor was elected president of Rotary International at the 45th Annual Convention recently held in Seattle.

Following adjournment, Mr. and Mrs. Taylor returned to Chicago aboard Great Northern Railway's streamlined Empire Builder. Other Rotarians also were passengers aboard the streamliner, including George R. Means, newly reelected secretary, and Mrs. Means.

#### GN Dividend

Directors of the Great Northern Railway, meeting in St. Paul, Minnesota, authorized a dividend of 55 cents per share on the company's common stock, payable on September 24 to stockholders of record on August 24.

On July 2 the Great Northern stock was reclassified from a preferred to a common basis, and the company's shares were split 2 for 1. The reclassification and stock split were approved in May by the railway's shareholders.

Before the split Great Northern dividends were paid on a \$1 per quarter basis, equivalent to 50 cents per share on the new common stock. The dividend authorized to be paid on September 24 represents an increase of 10 cents per share on the old stock.

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Great Northern's directors also authorized construction of twentyfive 70-ton, 65-foot gondola cars for steel-loading. The cars will cost \$195,000 and are to be built in the railway's own shops.

#### Alaska Line to End Passenger Services

The Alaska Steamship Company will discontinue operation of passenger ships following the end of the 1954 summer season.

The last passenger ship to sail to Alaska from Seattle will be the steamer Denali September 24. With the return of the vessel to Seattle on October 6, American flag passenger ship service to Alaska will come to an end.

According to company officials. constantly increasing operating expenses which have risen far beyond the point where such costs could be absorbed by increases in fares and traffic, have made it economically unsound to maintain a passenger fleet for 12 months to operate for only a three month tourist season.

Plans are underway to expedite and improve the company's cargo service, with expansion of the successful "unitized" cargo program.

Eighteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

# Glanings Telephone numbers of Great

Telephone numbers of Great Northern Railway traffic offices in Duluth, Minnesota, have been changed with addition of the exchange "Randolph" preceding former numbers.

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The telephone number of the Superior, Wisconsin, Union Station now is Export 4-7641.

Telephone number of George Pethard, Great Northern travel representative in Victoria, British Columbia, now is 2-2822.

Telephone numbers of Great Northern Wenatchee, Washington, offices have been changed as follows: J. C. Powers, General Agent, Normandy 2-5907, and E. H. Hunt, Agent, Normandy 2-5407.

National Apple Week will be observed October 21 through 30 this year. Saturday, October 30 will be National Apple Day.

The Military Railway Service Veterans will hold their Ninth Annual Reunion at the Schroeder Hotel in Milwaukee, Wisconsin, September 17 through 19.

The average freight train load on Class I railroads was increased from 1,224 tons in 1950, to 1,301 tons in 1953.

Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1954, are: Ivan Boneff, section foreman, Sioux Falls, S. D.; John M. Holownia, blacksmith, St. Cloud, Minn.; Albert Koaten, trackman, Hayti, S. D.; Harper E. Lacy, conductor, Denver, Colo.; Philip F. Mc-Ananey, conductor, Minot, N. D.; Melvin C. Peterson, assistant general air brake instructor, Spokane, Wash.; George A. Richardson, brakeman, Great Falls, Mont.; Edward Stabno, switchman, Minneapolis, Minn.; Percy A. Smith, machinist, Great Falls, Mont.; Frank A. Welke, boilermaker welder, Minneapolis, Minn.

Members reported pensioned during July, 1954, are: Henry W. Arfsten, clerk, Bemidji, Minn.; John Arten, engineer, Superior, Wis.; Jesse E. Bigby, conductor, Kelly Lake, Minn.; Julius F. Peters, engineer, St. Cloud, Minn.; Clements R. Scott, carman, St. Paul, Minn.

Popular young Seattle golfer Dick Masterson, was a recent passenger aboard Great Northern's streamlined Empire Builder en route to Dallas, Texas, where he played in the Harding Cup Matches.

Nineteen

## Avoid Highway Hazards

Go carefree

Go Great Northern
Between Chicago and Seattle or Portland



Forget driving dangers, highway hazards. Watch the scenery instead of the road on a safe, Great Northern streamliner.

Have fun all the way. Relax, enjoy yourself. Great food, luxurious lounges, wide choice of coach or Pullman accommodations.



## EMPIRE BUILDER

A great name in trains for 25 years

## WESTERN STAR

Fleet streamliner across the top of the nation

Connections in Portland or Seattle with streamliners to and from California. The Great Morthern

GOAT

SEPTEMBER 1954

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The luxury liner Lurline docks alongside Aloha Tower, against the backdrop of Nuuanu Valley and the Koolau Mountains.





In the shadow of Diamond Head, natives and visitors ride the rolling waves into Waikiki Beach.



As the Lurline cruises tropical waters, passengers gather aft for alfresco luncheons and other activities.



Outrigger canoeing, surfboarding, swimming and lazy sunning are enjoyed year around at Waikiki Beach.

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Heedi pering fragrand and of the beaches Compar liner Luday-at-

The fi 16 from festive glamore at Hilo, days at waters. the trim

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## Holiday Celebrations Aboard the Lurline

The delights of escaping with the sun beckon mainland travelers to Hawaii during the Thanksgiving, Christmas and New Year holidays.

Heeding the call of zephyrs whispering through coco palms, of the fragrance of frangipani and pikaki, and of the roll of warm seas on coral beaches, the Matson Navigation Company, operators of the luxury liner Lurline, again offers two Holiday-at-Sea cruises for 1954.

The first sailing will be November 16 from San Francisco, offering three festive days on Oahu and around glamorous Waikiki Beach, a full day at Hilo, and almost 10 pleasure-filled days at sea, mostly in sub-tropic waters. Thanksgiving Day, with all the trimmings, will be spent at sea.

On much the same itinerary, the Lurline will depart December 21 from San Francisco, and the 22nd from Los Angeles, to meet Santa in the Pacific Ocean and also leave the old year in her roiling wake.

A skillful blending of shipboard luxury in Polynesian decor, and with a full program of entertainment activities that duly provide for lazy sunning and swimming, all contribute toward the enjoyment of an extended vacation that begins upon boarding the big white liner and ends only upon debarking. Either cruise can be fitted easily into a fortnight schedule.

High points of the Christmas-New Year's voyage include Christmas Eve when passengers gather around the huge tree to sing carols and exchange gifts during the course of a gay party. Christmas Day when an ocean-hopping St. Nick skims down the Lurline's stack with gifts for all children, followed by an eggnog party for adults. Christmas Day Catholic and Protestant religious

services are conducted around a program of traditional and commemorative music.

New Year's Eve is celebrated to combine mainland merrymaking and the Lurline's traditional Hawaiian Night, when passengers don informal island garb and join in hulas and in Polynesian games and dances. At the stroke of midnight, the Christmas tree, laden with passenger farewell messages, some saying "good riddance" and some expressing the anticipation of the New Year, is cast overboard with fanfare. New Year's Day features the Captain's Champagne Party to toast 1955.

The ocean voyage, however, is only part of the cruise for the traveler has a wide choice of activity during the island stay. Hopping to neighboring islands of Hawaii, Maui, Kauai or Molokai may be done in a short time.

On the Island of Oahu, of course, there is Honolulu, Pearl Harbor and Waikiki Beach and a host of scenic beauties like the Nuuanu Pali and its breathtaking view of the entire windward side of the island. Unsurpassed swimming, surfboarding and outrigger canoeing, plus simple and fancy sunning, will keep many visitors on Waikiki.

Hawaii-bound vacationers may travel in one direction, to or from shipside at San Francisco, via Great Northern Railway's scenic northern route at no additional round trip rail fare than that charged when direct routes are used in both directions. The streamliners 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 additional rail fare.



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No. 9

The Great Northern Goat is not an employe magazine. It is published monthly for the Trafic 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.

J. M. HAGEN, Editor

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

## The Goat's Cover



Once more the liberal year laughs out O'er richer stores than gems or gold; Once more with harvest-song and shout Is Nature's bloodless triumph told.

—Whittier

Lambert photo

Your Railroads

Ninety years ago, on August 28, 1864, a train pulled out of Chicago hauling a car that looked like a cross between a box car and a passenger coach. It was a Railway Post Office car bound for Clinton, Iowa, inaugurating a postal service that was to revolutionize Uncle Sam's system of carrying and distributing mail.

The railroads actually had been carrying mail in bulk long before 1864. The first mails were shipped by rail in 1831, and two years before the Chicago-Clinton run, experiments in sorting mail en route were carried out in Missouri in an effort to speed mail from the rail terminus at St. Joseph to California via the Pony Express.

Today, the railroads provide about 2,600 R.P.O. cars for daily mail service over 137,000 miles of railroad designated as mail routes by the Post Office Department. Over 900,000 miles of passenger train operations are involved daily, and mail travels on more than 50,000 trains each week.

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Post Office workers engaged in this service number 14,500, while nearly 50,000 railroad employes are assigned to handle the mails in stations.

The 102 Class I railroads, serving some 35,000 post offices throughout the country, carry 35-billion pieces of mail annually, accounting for about 85 per cent of all non-local postal traffic.

Economy of railway mail service is proven by the fact that for transporting each letter or piece of first class mail, the railroads receive less than one-eighth of one cent, or about one-twenty-fourth of each three cents' worth of postage thus used. The average distance covered by first class intercity mail is 502 miles.

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Above: Diving stars Norma Dean and Bobby Maxwell are Mr. and Mrs. in real life.

Upper right: Aqua Dears board the streamliner.

Right: Aqua Darlings harmonize at the station.

## Aqua Follies Seattle-Bound via GN

Annual departure of the Aqua Follies for the Pacific Northwest via the streamlined Empire Builder, following close of the Minneapolis Aquatennial, has become something of a tradition at the Great Northern Passenger Station in Minneapolis. This year was no exception with close to 100 performers making the trip.

When Seattle's annual Seafair celebration was launched in 1950, the directors imported the famed Aqua Follies from Minneapolis as one of the features. The unique stage and water show proved so popular that it has returned each year since, traveling via Great Northern Railway.

Produced, managed and directed by Al Sheehan, Aqua Follies has been a highlight of the Aquatennial since 1939. It is a skillfully woven combination of aquatic and stage entertainment featuring swimming and diving, dancing, comedy and music.

Headliners in the aquatic portion of the show are swimming and diving champions, while the stage portion is loaded with top talent from television, radio, stage and screen.

Twenty-four "Aqua Darlings" and a like number of "Aqua Dears" make up the water and stage ballets respectively. These girls are semi-professionals, many of whom attend institutions of higher learning in the Twin City area. Credit for much of the continued popularity of the Aqua Follies must go to these attractive young ladies, whose long hours of intensive rehearsal are evidenced in the perfect precision of their performances.

Five

## Twenty-Fifth Anniversary



Gardener Ohme surveys his famed mountaintop.

This year marks the 25th anniversary of the establishment of one of the Pacific Northwest's finest visitor attractions—Ohme's Mountain Gardens near Wenatchee, Washington.

Transformation of the once barren, sagebrush-dotted rockpile into what has been described as "an inspiring creation of unbelievable beauty," a "gardener's fantasy," and a "botanist's delight," began in 1929 when Herman Ohme, who operated a small orchard at the base of the mountain acquired additional acreage. He provided a water supply, planted trees, and as a hobby, began building rock gardens.

Residents of the valley soon noticed the amazing transformation that was taking place on top of the mountain, came to marvel, and fame of the project spread far and wide. Since 1939, hundreds of thousands from all over the world have seen the beauty spot. As many as 2,000 people a day have looked upon the thousands of acres of orchards lying below, the snow-clad Cascade and

Wenatchee mountains, and the Columbia and Wenatchee rivers winding through the valley.

On the mountain grow thousands of varieties of plants fitted among the rocks. Most are native to the region although some have been imported from the Swiss Alps. Over 700 fir trees grow as they never did in virgin forests. Clover lawns are like deep carpets. Rock stairways lead to trails through forest glades.

Mr. and Mrs. Ohme and their sons are continuously expanding their "Garden of Eden." At present, new plantings, flagstone seats and pathways and a pond are being constructed over another two acres on the steep slopes toward the City of Wenatchee.

## **GN** History

Preliminary work has begun in Saint Paul on the preparation of a history of the Great Northern Railway.

Great Northern has made company records available to the Business History Foundation, Incorporated, which has undertaken the preparation of a history of the railway. The foundation is an organization chartered to carry on research and to facilitate publications in the history of business.

The history is planned as an objective, documented story of the founding, development and progress of the company and its predecessors, and probably will not be published until 1962.

The Doctors Ralph W. and Muriel E. Hidy of the foundation staff will be co-authors of the Great Northern history. Dr. Ralph W. Hidy is professor of economic and business history at New York University, and Mrs. Hidy is an associate of the Business History Foundation, Incorporated.

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## Freight Traffic Department Promotions

Great Northern Railway Freight Traffic Department promotions, effective July 1, are announced by C. E. Finley, traffic vice president.

W. D. O'Brien, St. Paul, to general freight traffic manager, rates and divisions. Mr. O'Brien joined the railway in 1916. Following World War I duty he served as traveling freight agent, general agent, assistant general freight agent and general freight agent. He has been assistant general freight traffic manager, rates and divisions, since early 1953.

V. P. Brown, St. Paul, to assistant general freight traffic manager, rates and divisions. Employed in the Freight Traffic Department since 1918, he has been freight traffic manager, rates and divisions, since 1953.

E. W. Bergstrom, St. Paul, to freight traffic manager, rates and divisions. Mr. Bergstrom joined Great Northern in 1920, was appointed general freight agent in 1946, and assistant freight traffic manager in 1953.

G. D. Johnson, to freight traffic manager, sales and service, St. Paul. Mr. Johnson, with 35 years of Great Northern service, became Seattle assistant general freight agent in 1950 and general freight agent in 1952. W. E. Nicholson, to assistant Western traffic manager, Seattle. In GN service since 1928, he was in Kansas City, Sioux City, Spokane and Minneapolis before becoming general freight agent in Seattle in 1948.

A. H. Engelhart, to general freight agent, Seattle. He joined GN in Chicago in 1942; transferred to St. Paul; has been Minneapolis assistant general freight agent since 1948.

R. L. Wyatt, to general freight agent, Minneapolis. With the railway since 1926, Mr. Wyatt saw service in Chicago and St. Louis traffic offices prior to appointment as Spokane assistant general freight agent in 1946.

M. V. Schoonover, to general agent, freight department, Spokane. With GN since 1939, he served in San Francisco, Sacramento, Oakland and St. Paul becoming Klamath Falls, Oregon, general agent in 1947.

R. L. Merklin to general agent, Klamath Falls. With the railway since 1940, he was appointed Portland traveling freight agent in 1952.

E. W. Carter, city freight agent, Portland, to traveling freight agent.

R. W. Morrison, chief clerk, Wenatchee, Washington, to city freight agent, Portland.

Seven



## Autumn in Oregon

Tangy fall weather opens up new avenues of vacationing in Oregon accompanied by many interesting activities and events.

Over such passes as the Santiam, McKenzie and Willamette of the Cascades and the Sunset, Wilson River, Salmon River, and Umpqua River of the Coastal Range, autumn paints the trees with all the colors of the spectrum. Nature's paint brush begins its project in late September and brings out the peak of color in October and early November.

Tied in with all this color are several of the coastal salmon derbies, some of which extend into November. Portland's Pacific International Livestock Exposition will be back in its renovated quarters again this year October 18 through 23. The cream of livestock is displayed at this show.

The fall weather along Oregon's coast is usually of the best. Many

persons take advantage of the offseason rates at coastal resorts. Indian summer days are pleasant days all along the 400-mile Oregon coast.

Throughout the state, Oregon fall visitors find pleasant things going on; the late harvests of fruit and other crops, the hospitality of autumn evenings in the mountains, the whir of the reel at sparkling coastal streams and bays and the crack of the hunter's gun on high plateaus in deer and bird country.

## Mount Rainier National Park

Secretary of the Interior Douglas McKay has directed that a study be made toward increasing the year-round use of Mount Rainier National Park in the State of Washington.

National Park Service Director Conrad L. Wirth recently conferred with interested groups and individuals on several programs which have been presented to the Department for expanding park facilities for summer as well as winter visitors.

Mount Rainier's importance to the travel and recreational resources of the State of Washington has long been recognized by the Department. Secretary McKay is interested in developing the park's facilities to attract additional visitors throughout the year.

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## KAMLOOPS—concluded

Sandpoint, Idaho, an attractive resort city on the north end of the lake is on the main route of Great Northern streamliners Empire Builder and Western Star. This and other Idaho resort centers also can be reached conveniently by frequent interurban service from Spokane, Washington, served daily by the Empire Builder and Western Star.

Eight



Rainbow Girls and mother advisers. Second from right is Mrs. Thomas Meyers, president of mother advisers from Seattle area, and at extreme left is Mrs. George Wells, mother adviser of the Ark Council and transportation chairman. Forde photo.

## Rainbow Girls Travel Great Northern

Approximately 700 Rainbow Girls from the Puget Sound area of Washington, accompanied by their mother advisers, recently traveled round trip by Great Northern Railway to Wenatchee, Washington. Occasion was the organization's annual Grand Assembly.

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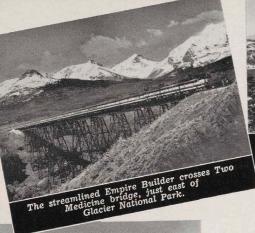
The Washington State delegates boarded the eastbound Cascadian, GN train #6 at Seattle, Edmonds, Everett, Snohomish and Monroe. The return trip was made by GN special train.

Nearly 2,000 delegates from Washington, Idaho and Alaska attended the three day conference.

Rainbow for Girls is an organization for teen aged girls which is active in many states throughout the nation. Somewhat similar to Job's Daughters, it might also be compared with DeMolay for boys and young men. It is Masonic affiliated.

Girls are sponsored for membership by Masons and members of the Eastern Star, or are recommended by other Rainbow Girls.

Nine





Looking up the scenic Columbia River gorge from Crown Point. Photo—Art photo.

## Thru the

VIA GREAT NORTHERN

The "circle tour" of the West, long a lahwest, as great favorite of summer vacationists, is such of Cal becoming increasingly popular with fall Il scenic and winter travelers.

Those bound to or from California, or or direct i sailing from San Francisco for Hawaii, can radd from see both the Southwest and the Pacific 20



Fishermen's Wharf at San Francisco— a bit of Naples set down within the Golden Gate.

Cable cars still ply the picturesque hills of San Francisco.
Louis C. Williams photo.



The impressive city hall and civic center buildings at Los Angeles.



fic North

Long Beach thus for its 3,800-foot poircular



Mighty Mount Rainier, 14,408-foot monarch of the Washington Cascades. Spring photo.



This busy ship canal connects Seattle's Lakes Washington and Union with Puget Sound. Dudley photo.

## Pacific Morthwest

est, low Northwest, as well as the whole varied ations of tretch of California, by using Great North-result with rurn's scenic route through the evergreen actific Northwest in one direction, and a alifornia homore direct rail line in the other. They Hawaii have add from 800 to 1,400 miles to their

(Continued on page 12)





The sport of kings at famed San Anita racetrack located near Los Angeles.



Great sand dunes stretch along the edge of the Imperial Valley in Southern California.

Long & numous for its its it in pier.

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## CALIFORNIA—continued

trips at little or no additional round trip rail fare, and get a great deal more than extra mileage in the bargain.

The Pacific Northwest is not bleak and forbidding in wintertime. In fact, many believe the off-season periods are the loveliest of all. Those with a little extra time can stop over to enjoy many new sights, sports and recreations. Even without a stopover, the rail trip to California via Great Northern through the Pacific Northwest is filled with varied scenic splendor.

Westbound from Chicago streamliners Empire Builder and Western Star proceed along the palisades of the Mississippi. In autumn the bluffs along the river glow in the red and gold of turning leaves. In winter the bluffs and ice on the river are equally colorful. The second afternoon out of Chicago offers a completely different scenic treat. Now the route lies along the southern boundary of Glacier National Park in the Montana Rockies, where the sharply carved mountains shoot abruptly towards the sky. Arrows along the right of way identify many of the more spectacular peaks.

From here to the coast the grip of winter gradually lessens, and dense forests are green below the snow-topped Cascades. After emerging from the 7.79-mile Cascade tunnel, the streamliners wind toward Everett and Seattle past a continuous vista of waterfalls and rivers.

The route from Spokane to Portland is just as interesting, for here the tracks follow the north shore of the Columbia River from Pasco, where it meets the famous Snake River, to Vancouver, Washington, and Portland.

The traveler who chooses the coast route from Seattle to Portland can stop over in Tacoma or other holiday centers, and from the train windows see Mount Rainier in its snow clad beauty.

Magnificent scenery accompanies the passenger all the way as he continues south from Portland through the rich forests of Oregon and Northern California, with Mount Shasta's white peak looming on the horizon and visible for hours.

In changing scenery alone, the experience of traveling through winter to spring in the Pacific Northwest, to blossom time near San Francisco and the summer richness of citrus groves in Southern California, the circle gives every traveler a new appreciation of the beauty of the West.

The autumn traveler who stops over for as little as a day or two will find he can see as much as the summer crowds. An unusual excursion out of Spokane is recommended for October. The vacationist looking for something different heads for Coeur d'Alene, Idaho, less than an hour from Spokane by regular bus service or rented car. From here excursion steamer trips and chartered boats leave for "color cruises" on the Shadowy St. Joe, highest navigable river in the world. Also out of Spokane, the trip to Grand Coulee Dam is extremely pleasant in sunny fall weather.

Sightseeing excursions in Seattle, Tacoma and Portland are colorful affairs for city parks and gardens are ablaze with autumn flowers. Portland's famous Chrysanthemum Show is held early in November. Garden lovers will find the gardens of Vancouver and Victoria, British Columbia, as magnificent in autumn as they are in spring and summer. The round trip to Vancouver can be accomplished in one day aboard Great Northern's streamlined Internationals which schedule three de-

(Concluded on page 14)

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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The owner of a big Cadillac brought it to the garage in a badly battered condition. The attendant asked, "What in the world happened?" The owner replied glumly, "A Henry J. hit me." The attendant took another survey of the damage and inquired. "How many times?"

## Perfect Spouse

Wife: "My husband has no bad habits whatsoever. He never drinks, and he spends all his evenings at home. Why he doesn't even belong to a club."

Friend: "Does he smoke?"

Wife: "Only in moderation. He likes a cigar after he has had a good dinner, but I don't suppose he smokes two cigars a month."

## The Hard Way

The frail old lady fell downstairs and broke a leg. The doctor put it in a cast and warned her not to walk up or down stairs. After several months of slow healing the doctor removed the cast.

"Can I climb the stairs now?" asked the old lady.

"Yes," replied the doctor.

"Goodie!" she chortled. "I'm sick of climbing up and down the drainpipe!"

### Environment

To the blonde dancer who had just finished her act in the floor show, the rich young man said, deploringly, "Why does a beautiful, talented, and apparently educated girl like you have to dance in a sordid joint like this?"

"Well," she answered, "I meet a great many more prominent young men here than I did when I was a public librarian."

## Should Have Known

A fellow looked away from the wrestling matches long enough to notice that his wife was busily knitting a tiny garment.

"Why, Honey," he exclaimed, "why didn't you tell me?"

"Calm yourself, Buster," said the little woman. "I'm knitting myself a new bathing suit."

## Dirty Work

Baby sitter: "And after Goldielocks ate the porridge, she went upstairs and saw three beds."

Junior: "Jumpin' creepers! That porridge musta been spiked."

## Less Deductions

"What's a Grecian urn, daddy?"

"I don't know, son. Guess it depends on what he does."

Thirteen

## Fort Vancouver Monument

Secretary of the Interior Douglas McKay has signed an order establishing the site of historic Fort Vancouver, in Vancouver, Washington, as a national monument.

Legislation enacted by Congress in 1948 authorized establishment of the monument to commemorate Fort Vancouver's significant role, as a fur-trading post and military head-quarters, in the settlement and development of the Pacific Northwest. The transfer, involving both the General Services Administration and the Department of the Army, was not consummated until recently because of various complications.

Fort Vancouver was the site from 1824 to 1846 of the stockaded furtrading post which served as head-quarters and depot for all of the Hudson's Bay Company activities from the Rocky Mountains to the Pacific, and from California to Alaska. Some time after the treaty of 1846 between the United States and Great Britain establishing the 49th parallel as the southern boundary of Canada, the Fort, then on American soil, became the first United States military post in the Pacific Northwest.

Archeological investigations conducted at the Fort site in recent years by the National Park Service, revealed the exact location of the stockade wall and the numerous structures inside it. Interesting artifacts unearthed now are on display in a temporary museum, and visitors can see outlined the actual location of the stockade and the principal structures.

The monument, approximately 60 acres in extent, adjoins Vancouver Barracks, still active as an Army post.

## PNW Population Trends

Seattle showed the largest numerical gain in population of all cities in the State of Washington with an official population for 1954 of 548,000, according to figures released by the State Census Board. This compares with a rating of 503,000 one year ago and a U. S. Census Bureau enumeration of 467,591 in 1950.

New population figures for other Washington cities are, Spokane, 178,-000; Tacoma, 154,000; Vancouver, 41,000; Bellingham, 35,200; Everett, 33,900, and Longview, 23,200. Ephrata, listed at 7,000, leads all cities in the Columbia Basin area.

The State Census Board listing does not cover unincorporated places, several of which have populations running into the thousands. The United States census of 1950 gave Richland, headquarters of the Hanford atomic plant, a population of 21,809, with an additional 3,067 persons in North Richland.

Losses as well as gains are shown in the report. Of the 243 places covered in both 1953 and 1954 estimates, 89 showed substantial increases, 115 had changes of less than two per cent one way or the other, and 39 showed losses of two per cent or more.

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### CALIFORNIA—concluded

partures daily between Seattle and Vancouver.

One of the most scenic short runs in the country, the less than four hour trip follows the coast line of Puget Sound. Every minute is filled with great views—the Cascades towering on the eastern horizon, the shining Olympics on the west, and the storied islands on the Sound and the Strait of Juan de Fuca just below the train windows.

Fourteen



## Winnipeg Pipers Travel GN

Passengers during the month of August aboard Great Northern Railway's Winnipeg Limited included the City of Winnipeg Police Pipe Band. Uniformed in kilts, the group traveled to the Chicagoland Music Festival.

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The band was organized in 1921 and at the time was composed of 12 men of which five were members of the Winnipeg Police Department. The organization now numbers 19 men all of whom are members of the department, and most of whom saw service in World War II.

The band has made many appearances in the United States, most memorable of which was in 1947 when it was engaged to play at the Minnesota State Fair in St. Paul.

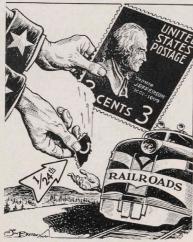
Upon that occasion the then General Dwight D. Eisenhower requested the playing of a lament in honor of the allied men who sacrificed their lives during the North African campaign. The General stood at attention while the lament was being played, following which he talked individually with each member.

The band's pipe major, Neil Sutherland, is one of Canada's outstanding individual pipers and has won many championships, both in Canada and Scotland during the past 35 years of competitive piping. He also is vice president of the Manitoba Piper's Association. Three other pipers in the band have distinguished themselves in individual competitive piping.

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

## LOWEST COST LETTER CARRIER



## GN Line Relocation

Great Northern Railway now is using its new route into and out of Butte, Montana.

The 4.77-mile line replaces one 3.61 miles long, in a relocation carried out as part of the Greater Butte project to permit mining operations in the area traversed by the old track.

The new route leaves the old at Madison Street, at the eastern extremity of the Great Northern yard. It proceeds easterly and northerly to rejoin the former line. In general terms the new route is about one mile east of the old.

Grade and curvature are improved on the new line. The new has a maximum grade of 2.20 per cent compared with 2.75 for the original trackage. Maximum curvature on the new is eight degrees as against 10 degrees on the old. Total curvature reduction is 151 degrees 48 minutes

Sixteen

Work was started in July, 1953. Grading, bridge and culvert work was done by the Finlen & Sheridan Construction Company and the Morrison-Knudsen Company. Track laying and installation of communication facilities was carried out by Great Northern forces.

## Red Feather Campaign

A mighty bond exists in the minds of good Americans which is as vital to the preservation of our democratic way of life as at anytime in our nation's history.

Lying midway between the anarchy of every-man-for-himself, and the bureaucracy of the totalitarian state, it is the philosophy of free, wise men. It sees us alertly guarding our rights as individuals, but at the same time recognizing that the price of freedom is citizen responsibility.

This philosophy is expressed in the maxim, "United we stand; divided we fall." This same thought was behind the way in which our forefathers "pitched in" to meet common needs as they carved a mighty nation out of the wilderness.

And it is the backbone of the way we have today of serving the needs of all our people so that the entire community may be a healthier, happier place in which to live.

This American way of thinking is as strong today as 100 years ago, and soon will be demonstrated in the annual Community Chest campaign.

For we will find men, women and children—good neighbors all—voluntarily "pooling" their individual strengths for the good of all. We will find them standing united through the Community Chest—meshing the good of the individual into the good of the whole.

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## Improved Cars for GN's Cascadian

Great Northern Railway has completed conversion of two conventional-type dining cars into cafereserved seat coaches at its St. Paul Shops.

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The cars, extensively rebuilt, have gone into service as rear-end units on the Cascadian, GN trains 5 and 6, operating daily in local service between Seattle and Spokane, Washington.

At the rear of each car is a carpeted section with nine individual revolving and reclining "Sleepy Hollow" seats on each side of the aisle for a total of 18. Ahead is a fourtable cafe section with seating capacity of 16, four at each table for serving of light foods and beverages.

A stainless steel kitchen is located in the forward end of each car. Propane gas is used for fuel.

The extensive rebuilding included installation of new floor coverings, double - paned fog - free windows, wide luggage racks, new illumination with directional and individual lights above each seat in the rear section, modern toilet facilities, and new roof. The cars are air-conditioned and are equipped with roller bearing trucks.

Addition of the cafe-reserved seat cars completes the modernization of the Cascadians, which now carry Great Northern's bright orange and green streamliner colors. New coaches went into service in late 1952.

Seventeen

## San Francisco Bay Cruises



The 400 passenger "Harbor Queen."

Popular entertainment features for visitors to San Francisco are one and two-hour daily cruises aboard the new diesel-powered 400-passenger sightseeing boat "Harbor Queen" operated by Harbor Tours, Incorporated.

Built especially for San Francisco Bay sightseeing, the luxurious craft went into service last June.

Double-decked, the Harbor Queen has large safety plate glass windows enclosing the lower deck and a snack bar serving sandwiches, coffee and soft drinks. Seats for approximately 200 people are provided on each deck.

Present schedule of the Harbor Queen calls for two, one-hour daily cruises. A daily two-hour comprehensive tour of the harbor, leaving Fisherman's Wharf at Pier 43 at 2 PM includes Alcatraz, Sausalito, Belvidere, Tiburon, Raccoon Straits, Angel Island, Treasure Island, Golden Gate and Bay Bridges, and the waterfront.

Eighteen

## Lewis and Clark Sesquicentennial

One of the most important explorations in American history leading to the development of the Northwest. will be celebrated next summer in observance of the 150th anniversary of the Lewis and Clark Expedition.

Led by Major Meriwether Lewis and Rogers Clark, the party left St. Louis on May 14, 1804, to ascertain just what was contained in the Louisiana Purchase, obtained from France for \$3,000,000.

More than a year later, the expedition finally reached what is now Astoria, Oregon. After an extended stay on the shores of the Pacific the party returned, following in part, what now is the route of Great Northern Railway. It reached St. Louis two and one-half years after its departure, with maps, reports and specific data about what the Northwest Territory included.

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## Award Winners Travel GN

Garv Graham of Bellingham, Washington, and Thomas Green of Medina, a suburb of Seattle, regional winners in the annual Fisher Body Craftsman's Guild model car competition for 1954, were passengers on Great Northern's streamlined Empire Builder en route to Detroit for the national convention of the Guild.

Gary has been regional winner four times, once in the junior division and three times in the senior division. He has traveled via Great Northern between Seattle and Chicago the past three years to the Detroit competition.

As 1954 regional winners, the two boys received \$150 in cash each and their first class expense paid trips to Detroit, where Gary took top national honors in his division and was awarded a \$4.000 scholarship. Tom

received honorable mention.

# Glanings The second of the sec

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1954, are: Louis P. Ascher, clerk, St. Paul, Minn.; William Cosgriff, B & B foreman, St. Paul, Minn.; Charles H. Dean, machinist, Havre, Mont.; Olaf Moy, first class carpenter, Lengby, Minn.; Frank J. O'Connor, conductor, Superior, Wis.; Carl O. W. Rask, yard foreman, Sioux City, Iowa; Nels Simonson, first class carpenter, Superior, Wis.

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Members reported pensioned during August, 1954, are: Gustaf A. Anderson, round house foreman, Havre, Mont.; Merlin J. Anderson, lineman, Minneapolis, Minn.; Milton F. Adams, engineer, Willmar, Minn.; John Corniat, section laborer, Devils Lake, N. D.; Frank Dorricott, assistant master machanic, Great Falls, Mont.: Matthew L. Gaetz, division superintendent, Minot, N. D.; Claude P. Glatzmaier, chief, transcontinental section, St. Paul, Minn.; Fred R. Hildebrecht, engineer, Grand Forks, N. D.; John V. Harris, machinist, Grand Forks, N. D.; Grover H. Inlay, conductor, Willmar, Minn.; Louis H. Joy, locomotive engineer, Havre, Mont.; Adell C. Koerner, ticket seller-telegrapher, Havre, Mont.; Archie P. LaMotte, switchman, Minneapolis, Minn.; John H. Lloyd, locomotive engineer, Havre, Mont.

September 19 through 25 will mark the 27th annual National Dog Week. Ed Sullivan, newspaper columnist and TV personality, is general chairman of the observance which is sponsored by the National Dog Welfare Guild.

Majestic peaks, luxuriant rain forests, rare Roosevelt elk, and the many other natural features of Olympic National Park in north-western Washington, are described in a new natural history handbook published by the National Park Service and placed on sale recently by the Superintendent of Documents, Washington, D. C., for 30 cents.

Australians are proudly observing their railroad centennial this month. It was on September 13, 1854, that the first railroad—extending two and one-half miles from Melbourne to Port Melbourne—was opened for traffic.

October has been designated as Careful Car Handling Month, during which a special effort will be made to carry the message of careful car handling to railway officers and employes throughout the country.

Nineteen.

See more en route to

## California



via Montana Rockies and Pacific Northwest

on the streamlined

## EMPIRE BUILDER WESTERN STAR

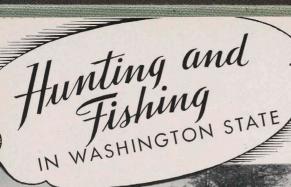


Between Chicago-Seattle-Portland via St. Paul-Minneapolis-Spokane. Connections in Portland and Seattle with streamliners to and from California.

The Great Morthern GOAT

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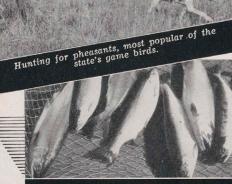


An early morning catch of trout from Lake Chelan.

Elk at a winter feeding station. Officials esti-



More than 50,000 deer were harvested last year in Washington State.



Fighting salmon, fresh from the briny waters of Puget Sound.



Migratory waterfowl hunting is popular throughout the state.

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## Washington's Fall Hunting and Fishing

Autumn in Washington State is like a three-ringed circus for hunters and fishermen. By mid-October the deer season is open in most counties, and there are regular and special seasons on upland game birds, migratory waterfowl and other smaller animals.

The highland lakes and streams are still giving up catches of rainbow trout until October 31, and sea run cutthroat are biting in the western rivers. The elk hunting season opens in most sections of the state on November 7, followed not long after by open season on the runs of fighting steelhead trout.

The deer season attracts thousands of hunters annually. Most popular is the mule deer, so called because of its large ears. Okanogan and Chelan counties in north-central Washington are the chief habitat of the "mulies". The bucks sometimes weigh as much as 400 pounds field dressed.

Also popular is the Pend Oreille white-tail deer, found north of Spokane. An extended buck deer season takes place in Pend Oreille, Stevens and Spokane counties.

Game officials estimate that more than 50,000 deer were harvested in Washington last year. There are approximately 350,000 deer in the state which can support an annual harvest of 70,000 animals.

A wide variety of open seasons are held each fall for bird hunters. In early autumn, band-tailed pigeons are bountiful on the famous Skagit Flats near Everett and Mount Vernon. Nearby Whidby and Camano Islands are popular areas for this shooting.

The season for Chinese Pheasant opens October 10 and extends to November 14. They are the most popular of all the state's game birds.

About 150,000 hunters take between 200,000 and 300,000 pheasants each year.

Another favorite upland bird is the Chukor Partridge. This hardy, low-flying bird thrives on the sage covered draws and ridges of eastern Washington. Quail and Hungarian Partridge also are plentiful, while flights of geese and ducks are winging southward both in eastern and western Washington.

While the nimrods are ranging through the autumn-splashed fields and woods, the fall fishermen are out in force. Sea run cutthroat are active in October. Fresh from the saltchuck, they are in prime condition and bright as silver.

Cutthroat are found in the lower reaches of rivers and streams in western Washington. Fishermen have their best luck in tidal areas fishing the incoming and flood tides. The anglers like to lure cutthroats with flies or spinning reels. Favorite flies are spinners and bucktails.

Another fall and winter fish is the steelhead trout found in the estuaries of the western rivers. Seattle, Everett and Mount Vernon are a few headquarters areas for dozens of good steelhead rivers. This big, silvery trout grows to tremendous size. Some top 20 pounds, and it is one of the scrappiest game fish of the west.

The general bull elk season begins November 7 and continues for eight days. However, there are special extended seasons and earlier seasons to trim herds causing crop damage. Officials estimate there are 30,000 elk in Washington capable of yielding an annual take of 5,000 animals.

Elk are hunted on the eastern slopes of the Cascade Range and on the Olympic Peninsula. Two of the biggest herds are in the Cascades.

(Concluded on page 8)

Three

# The Great Northern

The Great Northern Goat is not an employee 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

October, 1954

No. 10

Vol. 24

by railway.

J. M. HAGEN, Editor

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

## The Goat's Cover



The E. H.
Harriman
Memorial
Medal,
awarded to
Great Northern Railway
for top safety
performance
during 1953.

Your Railroads

As every shopper knows, it doesn't take much to bruise fruit. So you can imagine how much care and hard work on the part of growers and shippers go into packaging and loading fruit and other perishables so that they will reach your table in good condition.

Safe transportation of perishables calls for a great deal of hard work and close study on the part of America's railroads. An important part of that study and testing goes on at the Association of American Railroads' Research Center in Chicago, where packaging materials and designs and loading methods are studied under test conditions.

What is true of fruit and other perishables is true also of numerous other commodities that move by rail. Extensive laboratory experiments are conducted to determine the best methods to pack and ship these products without damage. Laboratory tests are followed by field tests on products as varied as fresh beef, automobile windshields, furniture, grain and radios.

The study of packing and shipping methods is only one part of the research program being carried on by the railroads to help them do a still better job of bringing things to you. For research goes on constantly in rails, ties, roadbed, locomotives, cars, machinery, signals, yards, terminals and almost every other part of railroad equipment, facilities and operation.

The partnership between railroads and research is close and continuing, designed to keep America's No. 1 form of transportation constantly in tune with the transportation needs of the nation's commerce and defense.

Four

THE STREAMLINED EMPIRE BUILDER

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Safety



## Great Northern Receives Top Safety Award

The coveted Harriman gold medal for the best safety record in 1953 among the nation's major rail systems has been awarded to Great Northern Railway. Great Northern, which led all the largest (Group A) Class 1 railroads in employe safety, received the award at the American Safety Museum's annual dinner held in New York City on September 16.

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In May, Great Northern received a special citation from the National Safety Council for having achieved the best employe safety record in 1953 among the nation's Class 1 railways—those working 50 million or more man hours a year.

The gold safety medals have been awarded annually since 1913 by the E. H. Harriman family of New York. Harriman medals for the top safety performance last year by Group B of Class 1 railways went to the

(Concluded on page 6)

Five

## GN West End Appointment



Mr. Nicholson

William E. Nicholson of Seattle, Washington, Great Northern assistant western traffic manager, has been named the railway's western traffic manager, succeeding the late R. P. Starr.

A 26-year veteran of Great Northern service, Mr. Nicholson joined the railway in 1928 as traveling freight agent at Kansas City, Missouri. In 1937 he went to Sioux City, Iowa, as commercial agent, becoming general agent there the following year.

His next post was at Spokane, where he served as general agent in 1940-1941. He then went to Minneapolis as assistant general freight agent, remaining there until 1948 appointment as general freight agent in Seattle.

Mr. Nicholson also has been elected traffic vice president and a director of the Pacific Coast Railroad, a Great Northern subsidiary.

## Steam Train Whistle

Listen, my grandson—just beyond the hill

It lifts its lonesome voice and wails once more.

A sound with heartbreak in it, tired and shrill;

A sound a million boys have heard before,

And in the nighttime they have raised their heads

Just as you're doing now, and felt a strange

Wonder catch hold of them in their safe beds,

Till the sound sped far off and out of range.

It was a sound to part the buffalo grass

Long years ago; a sound with history in it.

Baltimore, Kansas City, Donner Pass . . .

Listen, my grandson, listen for a minute,

And then remember always, if you can.

It will be gone forever, when you're a man.

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Reprinted by special permission of Ladies' Home Journal. Copyright 1954, The Curtis Publishing Co.

## HARRIMAN AWARD—concluded

Duluth, Missabe & Iron Range Railway of Duluth, and to the Texas & Northern Railway of Dallas for Group C lines.

The Great Northern's employe casualty ratio of 3.13 per million man hours worked in 1953 was the lowest of the country's largest rail systems. Under the Interstate Commerce Commission formula for determining employe casualty rates, a reportable injury is one which keeps a railway employe from performing regular duties for more than three days during the first ten days following an accident.

Six



## Year 'Round Mountain Playground

Recent improvements at the Mount Baker recreational area in northern Washington State have attracted nationwide attention, and should materially increase the area's popularity as a year around mountain playground.

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Of particular pride is the \$172,000 chair lift scheduled for year around operation. With a vertical rise of over 800 feet and a length of 3,550 feet, the lift carries passengers in comfort and safety to vantage points hitherto practically inaccessible—to mountain scenery so magnificent it is almost unbelievable. Visitors from Austria and Switzerland have said that the Alps offer nothing to surpass Mount Baker.

The ski area long has been famed

for its varied terrain, excellent dry powder snow, and unusually long season, often extending into July. The 1954 Heather Cup Races were held on the Fourth of July.

In addition to the chair lift, upper terminal of which is at Panorama Dome, several rope tows are operated during the snow season. Skilled skiers choose the Austin Pass tow, while beginners pick Peanut tow. Galena Shuttle connects with the chair lift at the top terminal.

Bellingham, Washington, gateway to Mount Baker National Forest, is served by Great Northern Railway's streamlined Internationals, which operate three times daily in both directions between Seattle and Vancouver, British Columbia.

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

## R. P. Starr



Mr. Starr

R. P. Starr of Seattle Washington, Great Northern Railway western traffic manager, died on September 18, after an illness of several months.

Mr. Starr was with Great Northern in Se-

attle since 1921 with the exception of 1935-38 when he was general agent at Tacoma. A clerk from 1921 to 1927, he successively was contracting freight agent, traveling freight agent, general agent, assistant general freight agent and general freight agent. Appointment as western traffic manager came in 1946.

He also was vice president and traffic manager of the Pacific Coast Railroad, a Great Northern subsidiary.

## Archaeological Grant

The Museum of the Plains Indian at Browning, Montana, has acquired an important research grant from the Louis and Maud Hill Family Foundation of St. Paul, Minnesota.

The grant, given to Thomas F. Kehoe, museum curator, through the University of Washington, will enable archaeological salvage work to be carried out in and around the Blackfeet Indian Reservation before oil well drilling, construction of oil and gas lines and refineries precludes such activity.

### HUNTING—concluded

Each fall and winter, they range into the lower valleys of eastern Washington. The elk are four times as large as the average deer, and they provide some of the great hunting thrills in the Evergreen State.

## Reservoir Roundup

Out of Hungry Horse reservoir in northwestern Montana, is coming a mountain of small logs, sticks and branches in an unusual "roundup" now nearing completion.

Motor launches go out on the 34-mile-long man-made lake with huge "lassoes" in the form of telegraph poles chained to each other into booms, and "corral" debris.

While most large dams are built far downstream out of heavily forested areas, Hungry Horse reservoir occupies what was not long ago, forested valleyland. Although the 22,500-acre area was cleared of timber and brush before the waters were impounded, considerable debris remained which might interfere with powerhouse operation by jamming gates and getting into the turbines.

The debris is "rounded up" to a point near shore where a conveyor carries it up on the bank. A "cat" then takes over, shoving the material into a pile. The pile, now almost mountain size, will be burned when dry, probably in the fall of 1955.

Left to right Mrs. Oastler;

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The contract calls for removal of anything over four feet in length and four inches in diameter.



THE UNITED WAY

Eight



Left to right: Howard W. Baker, Omaha, Regional Director, National Park Service; Mrs. Oastler; J. W. Emmert, Superintendent, Glacier National Park; Howard H. Hays, President, Glacier Park Transport Company. Great Falls Tribune photo.

## Oastler Shelter Dedicated in Glacier Park

Honoring the memory of the late Dr. Frank Richard Oastler, New York surgeon famed as a conservationist, naturalist and photographer of wildlife in national parks, a trail side shelter was recently dedicated at Lake Josephine in Montana's Glacier National Park. Known as the "Oastler Shelter," it was built with a fund given by Mrs. Oastler.

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> Superintendent J. W. Emmert of Glacier Park was in charge of the brief informal ceremony. Howard H. Hays, president of the Glacier Park Transport Company, was the dedicatory speaker. Accepting the shelter in behalf of the National Park Service was Howard W. Baker of Omaha, regional director.

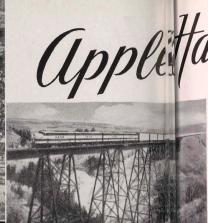
With Mrs. Oastler as his constant companion, Dr. Oastler for more than a quarter of a century, annually spent three or four months traveling by packtrain through the mountains of the national parks and forests of the United States and Canada. He first visited Glacier in 1912, and he passed away at Many Glacier Hotel following a heart attack in August, 1936.

Dr. Oastler was much interested in the administration and organization of the national parks and was one of the originators of the modern educational programs of the National Park Service administered today by museums, nature lectures. selfguided tours and nature walks.

Nine



Wenatchee, Washington, "Apple Capital of the World." In foreground are trains of apples made up for the trip to market.



A solid GN trainload of Wenatchepp'al speeds through Montana on the waymenet.



Disking the cover crop helps keep the rich orchard soil in best condition.



Wenatchee apple blossoms, timed for a Washington State Apple Blossom Feel.



Spraying by air is an important part of the growers' insect control program.



Frost control measures, somes in necessary during blossom timing in off at the harvest.

Care

## Harvest Time

## IN THE MAGIC WENATCHEE VALLEY

With the observance of National Apple Week, October 21 through 30. North Central Washington's crop of prime apples will be rolling in volume from the orchards to the warehouses to be packed, stored and shipped via Great Northern Railway to consumers throughout the nation and overseas. It is (Continued on page 12)



Great Northern Railway's huge Appleyard terminal at Wenatchee, where thousands of apple trains have been assembled.



Careful picking helps bring to the customer, apples as perfect as nature produced them.



Final careful inspection, sorting, wrapping and packing in sturdy wooden boxes.

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na on the market.

## T. K. Orchard



Mr. Orchard

T. K. Orchard, Great Northern Railway general agent, passenger department at Seattle, Washington, since January 1, 1948, died suddenly on September 21.

Mr. Orchard joined the railway in Seattle in

1934 after being with the King Street Station since 1923. He became GN assistant city passenger agent in 1934, traveling passenger agent in 1936, and district passenger agent in 1940.

## WENATCHEE APPLES continued

expected that some 14,000 refrigerator carloads of the famed Wenatchee fruit will be marketed this season, somewhat below normal because of unusually late frost conditions. However, quality of the crop is expected to be extremely high.

Apple culture in Washington, has come to be an almost year around operation, and the harvest means completion of 11 months of hard work.

Pruning begins in January, with the strongest fruiting wood singled out to bear the year's crop.

A few weeks after apple blossom time in May, celebrated annually for 35 years in Wenatchee with the Washington State Apple Blossom Festival, spraying and thinning the crop occupy growers' attention. Although chemicals are being used more and more to thin out the blossoms, thinning of the small fruit remains a hand operation, which must be done shortly after the petals fall. The little apples are "thinned off" so that each tree limb has the correct proportion of fruit, insuring good sizing and color.

Throughout the summer months, growers must keep a constant check on insect pests, applying sprays to maintain proper control. As the harvest approaches, hormone sprays, which "stick" the apples to the trees, are applied in many cases, so that fruit drop is arrested while color and "finish" develop.

Comes harvest time and arrival at the scene of thousands of workers to pick and warehouse the crop. During the 1953 season, some 12,000 workers were employed to harvest and pack the apples in Chelan and Douglas counties alone, while several thousand more were employed in the district's other major apple-producing area, Okanogan county.

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The fruit is picked, moved to the warehouses and stored at proper temperature while waiting to be processed through the packing lines. Here the apples are washed, sorted, graded and fed by moving belts into the packing bins. Skilled women packers wrap each apple in special oiled protective paper and build up the bushel box pack that has made Wenatchee apples famous.

By the time the harvest is completed, the marketing season is in full swing with buyers contacted by telephone, telegraph and teletype in the major buying centers. The last of this year's crop will not be out of the warehouses until next June.

Only the finest Wenatchee apples are packed and shipped in their original form. Thousands of tons of other grades are converted into juice, cider, jelly, jam, vinegar, confections and other products. Also, apples are being quick-frozen and dehydrated in increasing quantities. Much of the processing is done locally.

the processing is done locally.

Wenatchee, "Apple Capital of the World", and the great orchards of the Wenatchee-Okanogan area are served exclusively by Great Northern Railway. Throughout the years, Great Northern has played a major

(Concluded on page 14)

Twelve



## Cheap Transportation

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As a sour-faced, oddly dressed woman poked among the brooms in the hardware store, a clerk stopped and asked if he could help her.

"Nothing here is worth buying!" she snapped. "Flimsy, cheap straw, poor handle, shoddy material!" Shaking the last broom in the collection under his nose, she angrily continued: "Not like the brooms they used to make. Give the floor one good sweep and it would fall apart. What's it good for?"

"Well," the clerk replied, "you may find it flies wonderfully."

## A Fair Question

The conventioneer found all of the better hotels in town filled. Finally, in desperation and as a last resort, he took a room in a third rate hotel. He no sooner bedded down for the night when he leaped up and angrily phoned the desk clerk.

"What's eating you now?" the clerk growled sleepily.

The guest snapped back, "That's what I'd like to know."

## Deal the Cards, Ma!

"So you taught your wife how to play poker?"

"Sure, and it was a swell idea. Last Saturday night I won back nearly half my salary."

## **Extenuating Circumstances**

The day after Sandy MacGurgle's wife presented him with offspring, the proud father was seen buying a baby bottle.

"Hoot, mon, what an extravagance," said a friend.

"No," sighed Sandy, "this time 'tis not—the woman's gone and had triplets."

## This Younger Generation

Upbraiding his teen-age daughter for her slovenly appearance a father started in on a tirade of the faults of modern day children. "Why, look at your hair," he snorted, "it looks like a mop."

"What's a mop?" interrupted the girl.

## Discrepancy

"Thanks very much, said the minister, "I must call this afternoon and thank your mother for those eight beautiful apples."

"Please, sir," said Tommy, "do you mind thanking her for 12."

## Elixir

Lady customer: "I see this medicine is advertised as good for man and beast."

Druggist: "Yes."

Customer: "Gimme a bottle. I believe it's the right combination to help my husband."

Thirteen

## **GN** Appointments



Mr. Connelly

Mr. Tein

Great Northern Railway freight traffic department advancements are announced as follows:

P. F. Connelly, assistant to the general freight agent, Seattle, Washington, since 1950, to assistant general freight agent, rates and divisions, Seattle.

A. N. Tein, commerce agent, St. Paul, Minnesota, to assistant general freight agent, commerce section, St. Paul.

Mr. Connelly, a railroader since 1918, joined Great Northern in 1928. He was chief clerk in the refrigerator section of the freight traffic department in St. Paul, prior to his Seattle transfer.

Mr. Tein's Great Northern employment dates to 1919. From 1948 to 1951 appointment as commerce agent, he served as assistant to the assistant freight traffic manager.

## WENATCHEE APPLES—concluded

part in the encouragement and development of the area's greatest industry.

National Apple Week, a national institution, is a joint effort of various interested organizations to extend the use of apples and apple products, and features special publicity, displays, posters, school programs and apple menus in hotels, restaurants and dining cars.

Fourteen

## Fargo-Moorhead Sleeping Car Service

Set out Pullman standard sleeping car service, daily except Saturday, between St. Paul-Minneapolis and Moorhead-Fargo is provided by Northern Pacific Railway on its trains 3 and 4 during the period October 1, 1954 through January 31, 1955.

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

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

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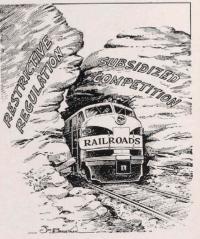
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YOUR

## TIGHT SQUEEZE



PROGRESS IS A GREAT NORTHERN HABIT



American Crystal Sugar Company's new \$9,000,000 beet sugar refinery located near Crookston, Minnesota. Lee-Evanson photo.

## Crookston Sugar Refining Plant Dedication

On August 28, American Crystal Sugar Company dedicated its new \$9-million Crookston, Minnesota, sugar beet processing plant to the welfare and prosperity of the Red River Valley, the state and the nation.

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Officials of the company and the City of Crookston; John M. Budd, president of Great Northern Railway; Dr. H. B. Hass, president of the Sugar Research Foundation, and Senator Edward J. Thye of Minnesota, were among the dignitaries taking part in the program. J. A. Summerton of Denver, president of American Crystal Sugar Company, extended a welcome, and H. E. Zitowski, company general consultant, delivered the dedication address.

The ultra-modern, 1,064-foot long plant, located on Great Northern

trackage, is situated on a 360 acre tract of land southwest of the city. Much of the area will be used as piling space for raw beets and for the huge quantities of coke, coal and lime necessary to the refining process. The huge structure will boost beet sugar production capacity of the valley by nearly a million pounds annually.

Farmers have approximately 30,000 acres of beets under cultivation in the Crookston area. The crop is valued at between four and four and a half million dollars.

With addition of the acreage for the Crookston plant, American Crystal Sugar Company has approximately 100,000 acres of land planted in sugar beets in the Northwest.

#### Second Summer Season



Pete, about to gulp down a tasty fish morsel, is a pet of a pleasure pier at Long Beach, California.

Sea lions and pelicans are quaint but customary sights along the Southern California coast. The sea lion is the so-called trained seal of circuses, and lives in natural habitats in Los Alamitos Bay, Long Beach, on the channel islands like Santa Catalina just off shore, and on rocky headlands from San Diego to Santa Barbara. Visitors hear them bark and see them frolic in the ocean, hunting for squid and octopus, their favorite food.

Pelicans appeal to everyone. This odd bird whose beak holds more than his belly can is found in great numbers in Southern California. They waddle up and down the beach, beaks loaded with fish, or soar so low over the rolling Pacific one is

sure they'll be engulfed by the waves. But they rise over and disappear in a trough between waves with utmost precision. Suddenly they plunge into the ocean sending a fountain of spray as they dive for fish.

October marks the height of Southern California's "Second Summer" season, when noonday temperatures average 74 degrees.

The area offers a warm water haven for several varieties of sea lions or seals. Most numerous are properly called California Sea Lions, because their heads so resemble the king of beasts. Actually, they are quite tame and harmless.

California Sea Lions are more handsome and intelligent than the fur seals found in arctic waters. The sea lion has a long, supple neck, a sleek, black body when mature, long, triangular front flippers, and very small pointed ears. These animals are very active, seldom sluggish like the seal, and are often seven or eight feet long.

Other sea lions or seals found in these waters include the Stellar Sea Lion, largest in the world, whose thick cape of fur extends from his head to his shoulders; the harbor seal, a small but numerous specie; and rarely the northern fur seal, who may visit these waters during his winter migration from the arctic.

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Most visiting beachcombers during the Second Summer spend as many hours as possible on the white sandy shore just for the sake of being there—to sun-bathe, swim in the safe, gentle breakers, ride the surf, or picnic on the beach. The beaches are gradual and free of holes or drop offs, and even non-swimmers can have fun splashing around in the rolling breakers.

Sixteen



American Forestry Association delegates and wives at St. Paul, Minnesota, en route to the organization's Portland, Oregon convention.

#### Aboard the Western Star

Visits to Glacier National Park, Hungry Horse Dam, The Big Mountain recreation area near Whitefish, and a tour of the J. Neils Lumber Company mills and logging operations at Libby, all in Montana, were highlights of the westbound portion of the American Forestry Association's recent National Convention rail tour. Approximately 75 officials, delegates and their wives traveled between Chicago and Portland, Oregon, site of the convention, in four special Pullman sleeping cars attached to Great Northern's streamlined Western Star.

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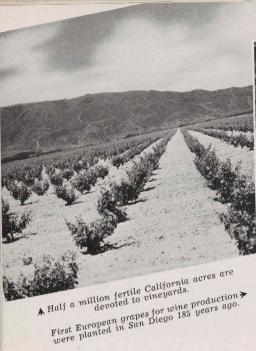
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ctic.

Following the national meeting September 6 through 9, the group returned via California, visiting the Redwood Empire, San Francisco and Oakland, Yosemite National Park, and the Grand Canyon of Arizona, en route.

Mr. Lowell Besley, American Forestry Association executive director, acted as tour leader on the westbound trip. President Don F. Johnson was in charge during the return portion of the journey.

The American Forestry Association was organized in 1875 and maintains headquarters in Washington, D. C. The organization's 1954 national convention was the first such meeting to be held in the Pacific Northwest.





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# Annual Vintage Festival

Coming at the peak of the California grape harvest, National Wine Week, October 9 through 16, calls attention to the anniversary of winegrowing in America which dates back to 1769.

California produces more than 90 per cent of American wines of which some 18,000 carloads move annually by rail to out of state points.

The vineyards stretch for miles below high mountains. Here, the vines develop and the grapes mature through the summer until the harvest begins in October.

Then the fruit is picked, hauled to the wineries and dumped into great open vats, as large as swimming pools. As the grapes are crushed, the brilliantly colored liquid flows into other vats and begins the complicated process of refining, fermentation and processing resulting in some of the world's finest grape juice and wine.

The months of September, October and November provide perfect weather for the grape harvest. Clear sunny days, cool nights, and an almost complete absence of rain makes it possible for harvesters to bring in the grapes quickly just as they reach the peak of perfection.

California's grape stock is among the finest in the world. Every known variety of grape is grown here, and European vintners, who saw their famous vines die from a blight some years ago, came to California for root stock to save their own wine industry.

Eighteen

# Glanings -

Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1954, are: Joseph S. Burke, brakeman, Fargo, N. D.; Lonnie T. Dennis, yard clerk, Whitefish, Mont.; August F. Hollmichel, chief clerk, Mankato, Minn.; Henry O. Johnson, section laborer, Willmar, Minn.; Ralph W. Larmon, gateman, Minneapolis, Minn.; John August Smith, engineer, Minneapolis, Minn.; Winfield W. Tirrell, conductor, St. Cloud, Minn.; Roy C. Woodruff, telegrapher, St. Paul, Minn.; John C. Wright, engineer. Los Angeles, Calif.

Members reported pensioned during September, 1954, are: Charles A. Bennett, engineer, Whitefish, Mont.; Fred J. Breitenkamp, track walker, Superior, Wis.; George J. Bollin, engineer, Oakland, Calif.; George W. Bradford, water inspector, Havre, Mont.; Violetta Corcoran, clerk, St. Paul, Minn.; Thomas R. Conners, division roadmaster, Great Falls, Mont.; Roy R. Fifer, conductor, Hillyard, Wash.; Nels J. Haugen, section laborer, Brookston, Minn.; Richard Jones, engineer, Havre, Mont.; Nels Johnson, section foreman, Milaca, Minn.; William Jennings Lawler, yardmaster, Willmar, Minn.; James R. McCarthy, electrician foreman, St. Paul, Minn.; Gust F. Newberg, engineer, Minneapolis, Minn.; Alfred Peterson, master mechanic, Grand

Forks, N. D.; George J. Saltsman, engineer, Minot, N. D.; Burton Withrow, engineer, St. Paul, Minn.

The ninth annual convention of the National Defense Transportation Association will be held in Pittsburgh, Pennsylvania, October 24 through 27.

Chief Bullchild, Blackfeet Indian, often seen by visitors in Glacier National Park, recently died at his home on the Blackfeet Reservation in Montana.

GN local trains 358 and 359 between Seattle, Washington, and Vancouver, British Columbia, now operate daily except Sunday.

October 18 through 24 is the period set aside as National Bible Week. The observance is sponsored annually by the non-sectarian Laymen's National Committee, whose purpose is to "reawaken religious thinking in every possible way; to conduct a campaign of public education for the purpose of encouraging the reading and study of the Bible; Church, Synagogue and Sunday School attendance; and to promote a better understanding among all peoples."

Nineteen

#### GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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GOAT

NOVEMBER 1954







Master craftsman Mungo Martin carves legendary figures on Haida totem-pole.



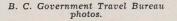
Kwakiutl house-posts bearing figures of the mythical Hohoq bird.



Mr. Martin achieves the totem's distinctive pebbly surface with expert use of the D-adze.



David Martin puts finishing touches on newly completed heraldic pole.





An elaborate heraldic pole stands in front of the Kwakiutl potlach house.

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# Totem-Pole Restoration Program

For centuries before the coming of the white man, the coast of what is now British Columbia, was the home of a large native Indian population. Isolated by mountains and the ocean, they were almost completely unaffected by civilizations elsewhere.

They were, however, an intelligent and inventive people, and developed an advanced and complex pattern of living distinctively their own. Their large, rectangular houses, the best on the continent, were made of split cedar planks lashed or fitted on a framework of cedar posts and beams. Their social system laid great stress on relative rank which was maintained by displays of wealth.

According to the religious thinking of these people the world was full of spirits—the spirits of animals, plants and strange mythical beings who could aid or harm man as they chose.

It was from the mythology and legendary history of the Indians that many of the figures appearing on their totem-poles were drawn. Most commonly represented were the Raven, Eagle, Thunderbird, Hawk, Bear, Wolf and Whale. Human characters often appeared as well.

The great variety of totem-poles can be classified into types according to their purpose. Housepoles were carved posts which supported the main beams of the houses. House frontal poles stood flush against the front of the dwellings, displaying crests of the owners. Memorial and heraldic poles usually stood free of the house front and bore crests and other carvings relating to the owner or his predecessors. Mortuary poles held the remains of the dead. Gravemarkers were placed on burial sites of important persons.

Totem-poles invariably were fashioned from logs of red cedar. The tree was felled and trimmed, then dragged to the village where it was carved with adzes and knives.

A man seldom if ever carved his own totem-pole. He hired others, usually chiefs from other clans, who supervised carving and erecting. For these services the owner was expected to pay generously.

It was customary among certain tribes to mark completion of a new house or erection of a totem-pole with great ceremonies. At such affairs called "potlaches," lavish gifts were distributed.

Thunderbird Park in the Canadian province of British Columbia, maintains a splendid collection of some of the finest groups of totem-poles in existence, which is viewed by many thousands of visitors annually. Specimens from the Haida, Songhees, Nootka, Kwakiutl and Bella Coola tribes are on exhibit. Also shown are potlach houses and other Indian artifacts.

The art of totem carving rapidly is dying out. Also, most existing old and authentic poles are showing signs of decay and cannot be expected to last many more years. Only a few older men possess both the artistic training and traditional knowledge needed to produce authentic carvings.

In order to preserve at least part of this heritage, the Provincial Government acting through the Provincial Museum is engaged in a threeyear program of restoration and replacement. Immediate aim is to replace the exhibits in Thunderbird Park with exact replicas, moving the originals indoors for protection. The replicas will be completely authentic, being carved and painted by skilled Indian craftsmen, and will be permanent, since new wood can now be preserved indefinitely. In this way it is planned to provide a per-(Concluded on page 6)

Three



November, 1954 VOL. 24

The Great Northern Goat is not an

memployee 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.

#### J. M. HAGEN, Editor

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

# The Goat's Cover



The famed Cliff House and Seal Rocks, San Francisco. California.

No. 11

Don Knight photo.

#### Your Railroads

Crossties made of wood will continue to bear the brunt of railroad train traffic for years to come. Various substances such as concrete, steel and plastics have been tried as substitutes for wood crossties but with little success. Research and experience have proven that no single material can meet the advantages of the wood tie in offering low initial cost, comparatively light weight and relatively long life when treated with preservatives.

In addition, the wooden crosstie is a natural insulator for track signal circuits. Equally important, it has the resilience and ability to absorb the impact of heavy loads without destruction

There are about one billion ties in all maintained railroad track in the United States and another 155 million in Canada. Approximately 3,000 ties are used per mile of track.

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Through improvements in treating and seasoning methods and in protecting ties against mechanical wear, the annual number of ties used by railroads in track maintenance has been reduced nearly three-fold since the 1920's-from 87 million in 1927 to a present-day figure of less than 30 million.

Research has developed not only longer life in the tie, but also better rails, tie plates, tie pads and better ballast. And beyond track components in the research picture are the myriad improvements in equipment, signals, communications, yards and shops. Each of these has shared alike in bringing rail operations up to unprecedented peaks of efficiency.

Four



Exchange students from India visit GN's St. Paul diesel shops. Left to right: Gowda, Prem Kapoor, Valdev Raj Chawia, and Udaysing Gaikwak. St. Paul Pioneer Press-Dispatch photo.

### Foreign Students Inspect GN Facilities

Six foreign exchange studentsfour from India and two from Pakistan, had their first close-up view of a diesel-electric locomotive recently while on an inspection trip of Great Northern Railway's diesel shops, general offices and other St. Paul facilities.

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Students from India were Valdev Raj Chawla, Udaysing Gaikwak, Shive Gowda and Prem Kapoor. Pakistan was represented by A. F. M. Abdur Rahman Chowdhury and Habib U. R. Rahman. The group has been touring the United States for the past several months.

Accompanying the visitors on the

Minnesota portion of their journey were Leonard Harkness, State 4-H Club Leader at the University of Minnesota; David Anderson of Little Falls, county agent, and Enno Sirra, county agent at Foley.

Their Minnesota visit included a day at the South St. Paul Junior Livestock Show.

From the Twin Cities the group proceeded directly to Washington, D. C., for an on-the-spot orientation course in American government at work.

Before returning to their respective countries, the students will visit various Western European nations.

Five











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# Passenger Department Personnel Changes

Shifts of Great Northern Passenger Traffic Department personnel, resulting from the recent death of T. K. Orchard, Seattle general agent, are as follows:

S. T. Thorson, general agent in charge of the St. Paul city ticket office since 1951, to Seattle as general agent, passenger department.

R. J. Class, St. Paul district passenger agent, succeeds Thorson as St. Paul general agent.

F. L. Strecker, Tacoma traveling passenger agent becomes St. Paul district passenger agent.

C. M. Koenigs, Tacoma city passenger agent has been appointed traveling passenger agent with headquarters in Tacoma.

C. O. Kunert, Minneapolis passenger representative, moves to Tacoma as city passenger agent.

Thorson joined Great Northern in Seattle in 1935. He served in the Oakland and Tacoma traffic offices before appointment as Spokane city passenger agent in 1940. Transfer to St. Paul as district passenger agent came in 1948.

Class has been St. Paul district passenger agent since October, 1951. Previously he was city passenger agent and traveling passenger agent. All of his Great Northern service has been in St. Paul except for a three-year period in Minneapolis.

Strecker affiliated with the railway in 1948 as traveling passenger representative on the Empire Builder. He subsequently served as Tacoma city ticket agent and city passenger agent before becoming traveling passenger agent in 1953.

Koenig's GN service dates to 1941. He became a St. Paul passenger representative in 1947, transferring to Tacoma as city ticket agent in 1951. Appointment as city passenger agent came in 1953.

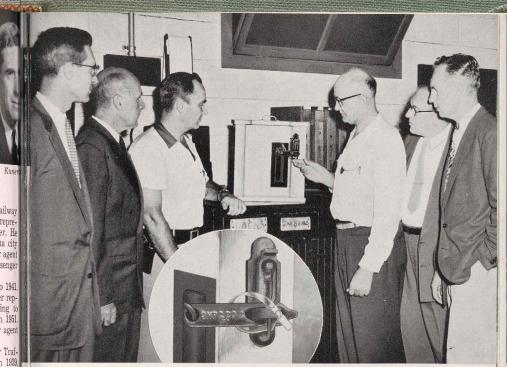
Kunert joined the Passenger Traffic Department in St. Paul in 1939, serving there in various positions, and moving to Minneapolis as passenger representative in 1949.

#### TOTEM POLES-concluded

manent and authentic out-door display of this unique art for the benefit of future generations.

A workshop has been constructed in the park where visitors may see skilled native carvers copying old poles and making new ones. Head carver is Mr. Mungo Martin, from Fort Rupert, B. C., a native of the Kwakiutl tribe. A master carver and painter, Mr. Martin is one of the very few remaining authorities on the old way of life. He has been making totem-poles and other objects of Indian art and craftsmanship since before 1900. In this project, he is being assisted by his son, David, already an accomplished carver.

Six



Inspecting model door fastener, left to right: D. M. Eichten; A. D. McCormack, PTS Superintendent, District 9; W. A. Wickard, PTS clerk; T. D. Chrosniak, General Foreman, St. Paul Transfer Office; PTS General Superintendent E. J. Bornhoeft; J. M. Galvin, Assistant District Superintendent.

# Mock-Ups Help Speed the Mails

Mock-ups fabricated in Great Northern Railway's St. Paul car shops are being used by St. Paul and Minneapolis Postal Transportation Service Transfer Offices to show new employes the proper method of sealing doors of storage cars used in transportation of the U. S. Mails.

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While the sealing procedure actually is simple enough, it is not easy to explain. The latch must be secured and then the ribbon of the seal passed through the slot of the latching pin, around and over the latch bar and back into the seal knob.

New postal employes often would thread the seal through the pin slot but neglect to push it around and over the bar before sealing, or merely hook the seal on the hasp like a lock, conceivably permitting access to the car and contents without breaking the seal.

The idea of an actual model was mentioned to D. M. Eichten, Great Northern Mail and Baggage Traffic Department manager. Eichten took the problem to the Jackson Street shops where was constructed an exact replica of the locking section complete with a standard GN locking device.

Now when the Twin City transfer offices hire a new man, he is not merely told how to seal a car door; he is shown how it must be done.

Seven



# Liing's Great

# IN WASHINGTON STATE

Although a short time still remains before the Cascade Mountains of North Central Washington can reasonably be expected to be blanketed with sufficient snowfall to permit skiers to take to the slopes, the nip in the air, the "frost on the pumpkin," and the skiff of snow on the higher elevations have quickened the pulses of hickory board enthusiasts with eager anticipation of the coming season.

During the past several weeks, activity here has quickened to a feverish pace in order to complete plans for what is expected to be the biggest winter sports (Continued on page 10)



Skiers gather at the modern new lodge at the Squilchuck area near Wenatchee. Cumbo photo.



ed Stevit Plift runs dge to to Barrier sin. Cuto to.

Speeding down a precipitous slope, this skier exhibits perfect form and control. Cumbo photo.



Free instruction is provided for youngsters at Wenatchee ski bowl. KPQ Ski School photo. VITAL THEN...AND NOW



#### WINTER SPORTS—concluded

season in Pacific Northwest history. No less than two national championship events are slated for North Central Washington areas this winter.

On February 5 and 6 the Leavenworth Winter Sports Club will host the National Jumping Championships on its own 80-meter hill, largest on the Pacific Coast.

Second major meet will be the National Giant Slalom Championships scheduled for April 3 at Stevens Pass, to be sponsored by the Penguin Ski Club of Seattle.

Leavenworth, the Pacific Northwest's "ski jump city," already is making preparations for the nation's number one jumping event which will be open to Class A, B, Junior A, and Senior snowflyers. Extensive changes to hill contours have been completed, as well as improvements to the takeoff. A new deck has been installed in the judges' stand for the benefit of press and radio representatives who will be on hand to cover the tournament.

Up Stevens Pass way, plans for a

big snow season are well under way. The big double chair lift has been extended nearly a thousand feet down to the lodge for added convenience to skiers and visitors. The lift now is well over a mile in length and can accommodate more than 700 passengers an hour. This lift has been in operation all year long, permitting summer and fall vacationers to view the magnificence of the Cascades from atop 6,500-foot Barrier Mountain.

Farther down in the foothills of the Cascades at Squilchuck State Park, site of the Wenatchee Ski Bowl, many improvements will greet skiers who hit the waxed boards at this popular area just eight miles from Wenatchee, "Apple Capital of the World." Two tows are scheduled for operation during the entire season. More usable area has been cleared of trees and stumps. Old fallen trees and brush have been removed. Slopes have undergone a final manicuring process so that good skiing will be possible with the first few inches of snow.

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The downhill course at Wenatchee Ski Bowl has been extended and widened at the upper end, permitting a run of approximately a mile with a drop in elevation of nearly 1,500 feet. The area will again be the scene of the Wenatchee Ski Club sponsored Jumping Tournament in mid-January, and the Wenatchee Junior College Invitational Intercollegiate Ski Meet which draws college ski teams from other Pacific Northwest states and British Columbia.

Top long range priority of the Wenatchee Ski Club, however, is development of a new winter sports center in the Wenatchee Mountains behind Squilchuck.

Many experts believe that because of near ideal terrain and snow. climate and location, this area one day will rank along with the most famed European and North American winter sports centers.

Ten



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The American tourist walked into an Italian restaurant. "Waiter," he said, "bring me a bottle of this Benozza Vercilli listed on the menu."

"Sorry, sir," replied the waiter, "but that's the proprietor."

#### \* \* \* No Help

It had rained hard. The windshield was covered with mud, and the car had narrowly escaped several collisions.

"Wouldn't it be a good thing to wipe off the windshield?" asked the anxious passenger.

"Not worth the bother," cheerfully returned the driver. "I left my glasses at home."

#### Agreed

Two married men were talking. One said: "I'm perfectly happy. I have a wonderful home, a good job, and the finest wife in the country."

The second one countered with: "Who wouldn't be happy with his wife in the country."

#### Green With Envy?

Tess: "Don't be discouraged. In this world there is a man for every girl and a girl for every man. You can't improve on an arrangement like that."

Gladys: "I don't want to improve on it. I just want to get in on it."

#### Guilty or Not Guilty

When the editor of a small-town newspaper was hard pressed for material with which to fill his columns one week, he ran the Ten Commandments without editorial comment. Soon after he received a letter from a reader who said, "Cancel my subscription—you're getting too personal!"

#### Different Kind

"No, no, Junior—the bats used by ball players are not the same as those your father goes on."

#### Silly

Jack: "Hello, Cookie! I'm sure glad you're home."

Jill: "Why do you call me Cookie? You never did before."

Jack: "Because you've been a wafer so long."

#### Real Future

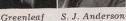
Uncle: "And what are you going to be when you grow up, Le Roy?" Le Roy: "I'm going to be a philanthropist; those people always seem to have a lot of money."

#### Poor Horse

A Scotsman went to a riding academy and said, "I wish to rent a horse." The proprietor asked, "How long?" "The longest you have," said the Scot, "there will be five of us going."

Eleven







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# Freight Traffic Department Personnel Changes

Reassignments of personnel in Great Northern's Freight Traffic Department involve employes in the railway's offices in Buffalo, Cincinnati, Los Angeles, Oakland, Portland, Sacramento, St. Paul, San Francisco and Seattle.

M. H. Greenleaf, St. Paul assistant general freight agent, to general freight agent there. A member of the freight traffic staff in the railway's general offices in St. Paul since April, 1948, he previously served in Seattle, Spokane, Devils Lake, Grand Forks and St. Paul.

S. J. Anderson, assistant general freight agent, Portland, to general freight agent in the same city. His GN career which dates to 1923 includes service as contracting freight agent at Seattle; traveling freight agent for Western Washington and British Columbia; general agent at Sioux City, and assistant general freight agent, Duluth.

H. H. Knocke, assistant general freight agent, Los Angeles, to Seattle as general freight agent. Knocke joined the railway in 1936 in Cincinnati, serving as chief clerk, traveling passenger agent and traveling freight agent before appointment as general agent in 1946. Transfer to Los Angeles came later the same year.

T. L. May, general agent, Sacramento, to assistant general freight agent, Los Angeles. A 30-year vet-

eran of Great Northern service, May joined the railway as a purchasing department clerk in Seattle. He has been in Sacramento since 1931 and general agent there since 1946.

R. L. Lamb, traveling freight agent, San Francisco, to Sacramento as general agent. Lamb joined the railway as city freight agent at Oakland and has been traveling freight agent, San Francisco, since 1948.

N. A. Savage, general agent, Buffalo, to St. Paul as assistant general freight agent, rates and divisions. With GN since 1923, Savage has been in charge of the Buffalo traffic office since February of this year. Previously he was with the railway in St. Paul, Milwaukee and Chicago.

R. A. Cory, traveling freight agent, Cincinnati, to Buffalo as general agent. Cory joined the Freight Traffic Department in St. Paul in 1926. Transferred to Cincinnati in 1942, he has been traveling freight agent there since March, 1946.

B. J. Shriner, city freight agent at Billings, Montana, succeeds Cory as traveling freight agent at Cincinnati.

R. F. Anderson, city freight agent at San Francisco since 1951, becomes traveling freight agent, San Francisco.

L. W. Jager, formerly assistant industrial agent, Seattle, to assistant to the general freight agent, Seattle.

Twelve



Salvation Army and civic officials at Seattle's King Street Station. Left to right, Mayor Allan Pomeroy; Mrs. Kitching; Dr. M. Shelby Jared; General Kitching; Colonel George Peacock and Brigadier Robert Rooney. Forde photo.

# Salvation Army Chief Travels Great Northern

General Wilfred Kitching of London, supreme commander of the Salvation Army, was a recent passenger aboard Great Northern Railway's streamlined International. The general and his party traveled via GN between Seattle and Vancouver, British Columbia, where he met with Canadian Salvation Army leaders.

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The 61-year-old religious leader took command of the Salvation Army last July. He has been an officer for 40 years and now oversees work in 85 nations. Prime reason for this, his first visit to the United States, was to attend meetings of the World Council of Churches.

The general was accompanied by Mrs. Kitching, world president of the Salvation Army Women's Home League; Colonel Gosta Blomberg, London, international youth secretary of the Salvation Army, and Brigadier Stanley Reed, also of London, Kitching's personal secretary.

At Seattle's King Street Station to greet the visitors were Mayor Allan Pomeroy; members of the Seattle Advisory Board of the Salvation Army headed by Dr. M. Shelby Jared, board president, and Brigadier Robert Rooney and Colonel George Peacock, of the Army's Seattle establishment.

Thirteen

# Bieber Route Speed-Up

"Hot Shot" merchandise train service on the "Bieber Route" between Los Angeles and Seattle, in augurated October 18, has slashed 19 hours from former schedules. The three participating lines, Great Northern, Western Pacific and Santa Fe now are providing thrice weekly, 56-hour service between the two points.

The new "hot shot" gives Seattle receivers third day delivery on merchandise from Los Angeles. The fast freight, traveling virtually on passenger train time, leaves Los Angeles at 10:00 PM Mondays, Tuesdays and Fridays, arriving in Seattle at 6:00 AM the third day.

Regarded of equal importance was the simultaneous speed-up in daily freight service to Seattle from Los Angeles and the San Francisco-Oakland Bay area, with deliveries expedited as much as 24 hours.

The new daily schedule of symbol freight train "SWG" assures Seattle receivers using that service a fourth morning delivery from Los Angeles and third morning delivery from the Bay area. Departure from Los Angeles is at 3:00 AM and from Oakland at 10:00 PM the first day, with arrival in Seattle at 10:00 PM the third day, eight hours earlier than before.

This train also connects with GN's night train to Vancouver, B. C., effecting fourth morning delivery from Los Angeles and third morning delivery from San Francisco, a gain of one full day.

On days other than those on which the new "hot shot" is operated, an over-flow train will run behind the daily freight symbol out of Los Angeles. Schedules of the two daily southbound freights over the line have not been affected. Known in shipping circles as the "Bieber Route", the 1,329-mile freight line runs through Bakersfield, Fresno, Stockton, Klamath Falls, Bend, Wishram, Vancouver and Tacoma. 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.

# GN Meeting

Directors of Great Northern Railway meeting in New York City on October 15, authorized expenditure of nearly 16 million dollars in 1955 for improvements to tracks, bridges, facilities and equipment.

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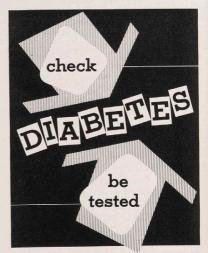
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The directors also authorized a dividend of 55 cents per share on the company's common stock, payable on December 18 to shareholders of record on November 24.



Diabetes Week—Nov. 14-20

Fourteen

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

reported deceased during October. 1954, are: Frank Belk, switchman, Grand Forks, N. D.; William J. Braiedy, conductor, St. Cloud, Minn.; William F. Collins, conductor, Morris, Minn.; William T. Hiatt, chief dispatcher, Minneapolis, Minn.; Tesla K. Orchard, general agent, Seattle, Wash.; Jacob Rerick, boilermaker helper, Grand Forks, N. D.: Oscar N. Staaf, gateman, Minneapolis, Minn.; Albert A. Spinner, locomotive engineer, Watertown, S. D.; John W. Valley, conductor, Kelly Lake, Minn.; John C. Wagner, fireman, Fargo, N. D.

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Members reported pensioned during October, 1954, are: George E. Antrim, Sr., locomotive engineer, Breckenridge, Minn.; William R. Alexander, conductor, Seattle, Wash.; Marino Catalano, carman carpenter, St. Paul, Minn.; James B. Carlton, switch foreman, Grand Forks, N. D.: Thomas E. Iverson, locomotive engineer, Havre, Mont.; William Johnson, machinist, Breckenridge, Minn.; Oscar M. Johnson, brakeman, Thief River Falls, Minn.; Samuel W. Kreider, locomotive engineer, St. Paul, Minn.; Elmer C. Klucas, locomotive engineer, Willmar, Minn.; John A. Robasse, agent, Spokane, Wash.; Joseph F. Sells, conductor, Great Falls, Mont.; Alfred H. Strandrud, locomotive engineer, Seattle, Wash.; Daniel J. Simbeck, painter, St. Paul, Minn.; Benjamin K. Waller, chief mechanical electrician, Spokane, Wash.

The list of members of the Veterans' Association of Great Northern Railway pensioned during September, 1954, which was published in the October number of The Goat, included the name of Gust F. Newberg, engineer, Minneapolis, Minn. This was in error; Mr. Newberg has not retired.

Special tax exempt, reduced rate round trip coach fares, now in effect to January 31, 1955 between points in the United States, for military personnel traveling at their own expense and in uniform, have been extended through January 31, 1956. These special coach furlough tickets will be honored in all Great Northern trains including the Empire Builder.

E. G. Plowman, vice president, traffic, U. S. Steel Corporation, Pittsburgh, Pennsylvania, was re-elected president of the National Defense Transportation Association, at the annual meeting of the organization held in Pittsburgh, October 24.

Fifteen

# Avoid Highway Hazards

Go carefree

Go Great Northern
Between Chicago and Seattle or Portland



Forget driving dangers, highway hazards. Watch the scenery instead of the road on a safe, Great Northern streamliner.

Have fun all the way. Relax, enjoy yourself. Great food, luxurious lounges, wide choice of coach or Pullman accommodations.



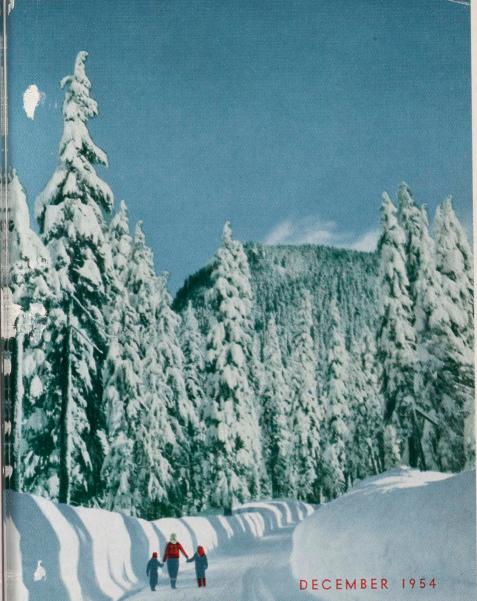
# EMPIRE BUILDER

A great name in trains for 25 years

# WESTERN STAR

Fleet streamliner across the top of the nation

Connections in Portland or Seattle with streamliners to and from California.



The Great Northern Goat

# Christmas Tree Harvest

IN THE PACIFIC NORTHWEST



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Forests of the Pacific Northwest are a prolific source of fi Christmas trees.



Thousands of workers may be employed by a major producer during the Christmas tree harvest.



"Yarders" carry trees to pick up points on roads which have been hacked through underbrush and fallen logs.



Trees are bundled for shipping. Number in bundle depends upon size.

Photos by Bob & Ira Spring



Power machinery and conveyers are used to speed the harvest.



Smaller trees are shipped in box cars. Larger ones often move in gondolas or flat cars.

# Fragrant Evergreens Spread Christmas Cheer

Christmas trees, wreaths, holly, cones, garlands and other fragrant evergreens that will grace millions of homes during the Holiday Season will come from the heavily forested Pacific Northwest.

The G. R. Kirk Company, with headquarters in Tacoma, Washington, is considered to be the largest producer and shipper of Christmas trees and greens in the world. From many thousands of acres of tree farms and from additional land leased from timber companies, Kirk annually ships by rail millions of spruce, balsam and fir trees from widespread operations in Washington, Oregon, British Columbia, Montana, Idaho, California, the New England States, Nova Scotia and New Brunswick. Small trees ordinarily are shipped in box cars, while larger trees move in gondolas or on flat cars.

Many people prefer the natural green Christmas tree, but the fact that Kirk processes half a million small painted trees annually, indicates a desire for different colors. These are black spruce cut in the swamps of Northern Minnesota.

The firm also is the originator and major supplier of specialized evergreen gift packs consisting of wreaths, door charms, sprays, centerpieces and other decorative pieces. Originally, the gift boxes were sold only by direct mail. However, the demand has grown to the point where it has become necessary to sell to wholesalers in the United States while direct mail shipments continue to be made all over the world.

Long ago, the large Christmas tree firms recognized their obligation to conservation. Under the assistance and sometimes the supervision of the Forest Service, operations are conducted on a scientific basis and seldom deprive a growing forest of its young trees.

On a single section of land there may be as many as one million small trees. If none were cut at all, by the time the area produces large timber, the number of trees probably would be nearer 50,000, indicating that at least 95 per cent would die through "survival of the fittest." On an average area, not more than one out of 40 small trees is suitable for a Christmas tree. Thus when 95 per cent of the trees are going to die eventually, cutting one out of 40, or two and one-half per cent of the trees on a given area results in no damage to the future timber crop. Scientific tree cutting might be compared to the thinning of radishes in the garden. By such thinning, the other trees are given more room to grow faster, stronger and better.

With scientific thinning, trimming and pruning, Christmas trees often can be cut from an area for several years, until those remaining have grown beyond the Christmas tree stage. When that happens, that land often is traded to a timber company for an area that contains younger growth.

Several large timber companies sell considerable stumpage and cut over land to Christmas tree producers. As a rule these companies limit their sales to areas which are quite heavily stocked. Conditions in the contracts specify that a tree must not be cut unless another is left growing within a certain number of feet of it.

Fabrication and packing of evergreen gift packs in the Puyallup Valley near Tacoma has become a two shift per day, six day a week operation. Some 5,000 bushels of (Concluded on page 6)

Three



Vol. 24 December, 1954 No. 12

The Great Northern Goat is not an employee 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.

#### J. M. HAGEN, Editor

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

#### The Goat's Cover



Freshly fallen snow blankets scenic Snoqualmie Pass in the Washington Cascades.

Photo by Josef Scaylea from A. Devaney, Inc.

# The Stranger

It was Christmas Eve.

Alone, a strange man, clad in a garment ragged and stained, walked through the streets of the great city. At all the doors he knocked and begged entrance, saying, "My name is Christus," and sadly left each door.

The houses, where within all were laden with presents, feasting merrily, were celebrating Christmas, yet none knew him. So he passed on from the cold streets and the highways out to the lone fields.

And there, in a narrow lane, he found a little hut of some poor folk. Candlelight gleamed from the window. A hymn, sung by children's voices, came through the stillness.

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The stranger knocked, and the door opened. True hearts met him, majesty enveloped him, love and kindness beamed from his countenance. And then he blessed that humble home, which had not rejected him.

Verily, the joy of the world was in that humble home, for they forgot not the stranger in whose honor they celebrated Christmas.

After an Old Allegory

Four



# Year of the Sheep

Visitors to Hawaii may have a wild and woolly oriental New Year's in January, celebrating the beginning of the year of the sheep.

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For 12 days, Honolulu's Chinese community parades, feasts and displays its prettiest young girls in satins, velvets and brocades.

According to the lunar calendar, the new year begins at midnight January 23. Dates of the celebration—the Narcissus festival—are January 11 through 23.

Tropic Hawaii has more orchids than narcissus scattered through the festival, but tradition dictates the Narcissus designation. According to the sages of Old China, the flower is a symbol of good fortune. Honolulu artists and civic leaders of Chinese ancestry have long planned for the 1955 event. An art exhibit, flower show and tea-reception will open the festival.

Special window displays, fireworks, a Chinese comedy, a Chinese opera, an oriental fashion show, selection of a festival queen, a coronation ball, a parade, Mandarin banquet and sports events have been scheduled.

Islanders of all races join in the Chinese whoopee, and visitors from the mainland may be wished "Kung hee fat choy" (Chinese version of "Happy New Year and long life") by a Waikiki Samonan or a Filipino from Waipahu.

Five

#### Seattle Salmon Run



Salmon are running in the Puget Sound country, and the two fine silvers above were taken on a flyrod in Seattle's Lake Washington in early November.

Admiring the afternoon's catch (by the photographer) is Robert Barr, topflight Seattle Times newswriter and fishing guide.

## Historic Rolling Stock on Permanent Exhibition

Three historic cars have been placed on permanent public exhibition by Great Northern Railway.

A passenger coach, a passengerbaggage car and a box car are on a special track on grounds of the railway's shops at St. Cloud, Minnesota.

All three bear the name of the St. Paul & Pacific Railroad, earliest Great Northern predecessor. The passenger cars, constructed in 1882, later were re-fashioned to duplicate

cars operated in the 1860's by the St. Paul & Pacific, Minnesota's first railway to run a train.

The three have been maintained for display purposes many years. They were at the Chicago Railroad Fair in 1948-1949. The passenger cars have been familiar sights along with the William Crooks, earliest Minnesota locomotive which entered service in 1862. Longest trip of the last 20 years took the William Crooks, under its own power, and the two cars to the New York World Fair of 1938-1939.

Earlier this year the Great Northern put the William Crooks on permanent public display in the St. Paul Union Depot.

#### A Christmas Remembered

In Christian lands, in every tongue, Prayers are said and praises sung, O'er all the world it is the same, For now it was, the Christ Child

And here at home we celebrate, While children watch and children wait—

And make their lists, and hang their hose.

As trees are trimmed and tinsel glows.

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Scenes like these too soon eclipse, Recalled by words from someone's lips.

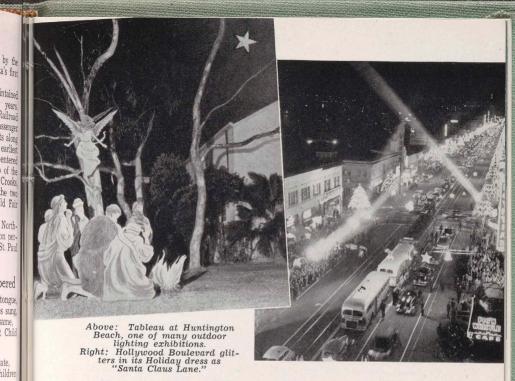
Pictures now are priceless after
Time has dimmed the Christmas
laughter.

—Jeanne Cole

#### EVERGREENS—concluded

cones are used annually; 300,000 to 400,000 yards of red ribbon consumed, and about 50,000 pounds of holly packed. Floral wire which binds evergreens into wreaths and charms reels out at the rate of 28,000 lineal feet per shift, or over five miles.

Six



# Christmas Out-of-Doors in Southern California

Southern California probably is the only place in the world where a 20th Century Christmas, with modern outdoor decorations, is held in a setting and a climate identical with that of the First Christmas.

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Los Angeles, on the 33rd parallel, is in the same latitude as Nazareth and the Sea of Galilee. Jerusalem and Bethlehem are a few degrees to the south, roughly parallel to the City of San Diego.

The Holy Land is bounded on the east by colorful, arid desert land, separated by rolling hills from a verdant coastal plain. Southern California's Mojave Desert on the east is divided from the green coastal plains by a similar range of mountains. And both regions border a sea.

In both the Holy Land and in

Southern California, the mild subtropical winter permits shepherds to tend their flocks by night and residents and visitors to enjoy the beauty of Christmas celebrations out-ofdoors.

In the Hollywood-Beverly Hills area, for example, modern electrical engineering, the decorator's art, and the imagination of talented residents combine to create a Yuletide fairyland. Hollywood Boulevard becomes Santa Claus Lane, lined by giant metal trees ablaze with lights.

Beverly Hills can thank Mary Pickford for an idea begun a quarter of a century ago. She personally wrote her friends urging them to decorate their estates for Christmas, and the "Christmas Nights' Festival"

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

# Help Fight TB



# **Buy Christmas Seals**

Although tremendous advances have been made toward eradication of tuberculosis, the disease still strikes one person in the United States every five minutes.

TB attacks at any age, in homes of every status. It means not only heartbreak and long separation in the family, but also tremendous financial outlays. Each case of TB being treated costs us, the taxpayers, an average of \$14,000 a year in hospital costs and welfare aid to the family.

We must uncover each active case of tuberculosis so that the victim can get his disease under control before he infects scores of others, and while he can still get well and return to his job.

Christmas Seal Money helps do this job by providing a chest X-ray service that all can use, and by paying for Mantoux testing which hunts the TB germ among our public and parochial school students and in industry. It also buys health education to keep everyone alert to the dangers and warning signs, and it pays for research toward new drugs to be used in treatment.

Monumental achievements have marked each era of mankind. Within reach is the conquest of tuberculosis. It is within man's power to eradicate tuberculosis. When you buy Christmas Seals you help make this possible.

This year use Christmas Seals generously.

Eight

#### CALIFORNIA—concluded

has since become a highly competitive effort by the stars to create the finest scenes.

Although famous for its giant palms, Southern California is land-scaped with many evergreens, notably the Himalayan Deodar. At Altadena in the foothills near Pasadena, over a mile of Deodars becomes "Christmas Tree Lane." Each tree on Santa Rosa Avenue is over 80 feet high, and the entire lane is strung with glittering lights.

One of the most unusual outdoor Christmas events occurs in Naples, the nautical residential community of Long Beach. Everyone with a boat decorates his craft with lights and cutouts, and participates in a huge water parade through the canals.

Only Christmas parade that begins in one country and ends in another is the International Childrens Parade in Calexico in Imperial Valley. A Mexican fire engine with acrobatic Mexican firemen stunting on the ladders leads the procession from Calexico in California, across the international border into Mexicali in Old Mexico.

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Merchants compete for the best scene based on Biblical accounts of the Nativity at Santa Monica Beach. At Van Nuys in San Fernando Valley, the Star of Bethlehem parade uses local actors, and such real animals as sheep and mules in floats portraying scenes of the First Christmas.

Many Holiday visitors to California will travel through the evergreen Pacific Northwest. The round trip rail fare to many California destinations via Great Northern Railway in one direction is little or no more than that charged when direct routes are used in both directions. The streamlined Empire Builder and Western Star connect with streamliners bound to and from California at Portland and Seattle.



Ski schools, some of which offer free instruction, bring children to Oregon winter sports centers in ever increasing numbers.

# Oregon Winter Sports Round-Up

Oregon's mountain and coastal areas are visited in increasing numbers each year by winter sports enthusiasts and vacationers who take advantage of plentiful week-end accommodations and off-season rates.

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Many Oregon coastal resorts have special rates to accommodate the surprising number of persons who like to watch winter storms or take a few days of rest and quiet during the off-season. Such accommodations are found at nearly every major resort area along the state's 300-mile coastline. Here, many winter days are warm and sunny, perfect for relaxing, for hiking along the shore, or beachcombing for agates, driftwood, and other things washed in after heavy seas.

The Beaver State boasts many fine mountain winter sports areas. Several are open daily during the entire winter while others operate on week ends and holidays only.

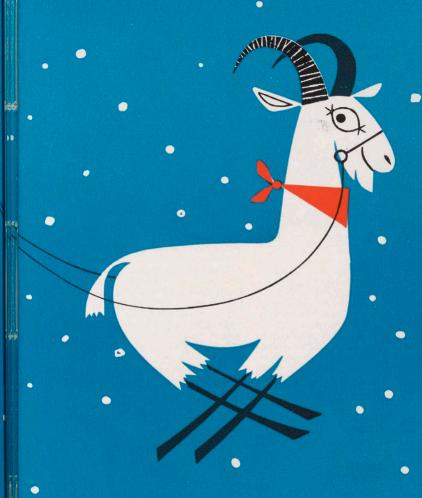
Timberline Lodge, 6,000 feet up the slope of Mount Hood heads the list in popularity. Facilities in addition to the splendid hostelry include the mile-long chair lift plus several tows. Mid-week special rates and Learn-to-Ski Weeks attract thousands. Of unusual interest is the Skiway, the 3.1-mile aerial tramway that runs from Government Camp to Timberline. The long winter sports season at Timberline extends through June.

Two chair lifts are scheduled for operation at Tom-Dick Ski Bowl at (Concluded on page 12)

Nine



Happy Hol



day Season

Aboard the Empire Builder



Left to right: Rev. Lee Fisher, Rev. Jerry Beavan and Dr. Billy Graham board the Empire Builder for Portland.

Dr. Billy Graham, well known evangelist and his associates the Reverend Lee Fisher and the Reverend Jerry Beavan, were recent passengers aboard Great Northern Railway's streamlined Empire Builder.

Dr. Graham and his party left Minneapolis via GN on November 18, bound for Portland, Oregon, first stop on a speaking tour that will include visits to Seattle, Sacramento, San Francisco, Oakland and El Paso.

Drought Relief

President Dwight D. Eisenhower, Governor Francis Cherry of Arkansas, Herschel D. Newsom, Master of the National Grange; Allan B. Kline, President of the American Farm Bureau Federation; and Homer L. Brinkley, Executive Vice-president of the National Council of Farmer Cooperatives, have formally thanked the railroads for reducing their rates 50% on moving hay to drought stricken areas.

Twelve

The railroads responded to a plea by President Eisenhower for the second consecutive year in slashing their hay rates as their contribution to drought relief despite the decline in traffic levels and revenues.

Last year the Western railroads alone contributed over \$20 million toward drought relief through rate reductions.

#### OREGON—concluded

Government Camp, in the Mount Hood area. Facilities here will be in operation five days a week during the season which runs through April.

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At Spout Springs Lodge in the northeastern part of the state, facilities include five tows operating five days a week, Wednesdays through Sundays.

Santiam Lodge, located near Santiam Summit, is open daily, with restaurant and overnight accommodations.

Also near Santiam Summit is Hoodoo Bowl, with double chair lift and tows, operating week ends, holidays and vacation periods through April.

The Willamette Pass Area at Cascade Summit has tows for beginning, novice, intermediate and expert skiers, a ski school, and a toboggan and sledding hill with its own tow line. Lodgings are available nearby.

Warner Canyon Ski Area near Lakeview features twin 750-foot tows operated in tandem.

At Crater Lake National Park, ski trails are maintained from the Rim to Park Headquarters. A warming hut serves hot drinks and light food on week ends and holidays.

Other popular areas in the state include Multopor and Summit Areas on Mount Hood; Cooper—Tilly Jane, on the same peak's north slope; Starr Ridge, south of Canyon City; Mary's Peak near Corvallis; Skyliner's, southwest of Bend; Union Creek and Taft Mountain.



#### Wrong Address

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During the last days of the Christmas rush in a large department store a frenzied clerk was making out what she hoped was her last sales check of the day. As the customer gave her name and address the clerk looked up wearily and said by way of conversation, "Madhouse, isn't it?" The customer pleasantly replied, "No, it's a private home."

#### False Witness

The colonel inspecting a new group of draftees was somewhat astonished to find a graybearded old gaffer standing conspicuously among the smooth-faced youngsters. "Tell me, Dad," he asked, "how did you happen to be here?"

"Well, sir," he replied, "I happen to have a twin sister who, like all women, is sensitive about her age. Everyone in town knew we were twins. Now I don't rightly know what age she was giving out—but here I am!"

#### Would, Indeed

Two old maids were making their plans for Christmas. "Mary," asked the younger, "do you think that one stocking would hold all you want for Christmas?" "No, Mary," replied the elder with a sigh, "but a pair of short socks would."

#### Why Not?

Mrs. Jones was married to a guy who was a fine husband in every respect but one: every night, he came home with a terrific "load."

She decided to talk the situation over with her girl friend. "May," she said, "I don't know what to do about Bill. He comes home drunk every night, and I've tried everything. I've nagged him, beat him up, sulked, cried, locked him out—but it's no use. I'm at my wit's end."

"Why don't you try kindness?" May suggested.

"Kindness?"

"Sure. When he comes home like that, instead of all that you've been doing, be kind to him. Maybe that'll make him feel ashamed of himself."

"Okay," Mrs. Jones said, "I'll try it".

And that night, when Bill came in the usual condition, she met him at the door, gave him a big kiss, sat him down in his favorite easy chair, got him his slippers, and waited for developments.

The poor guy just looked at her, dazed; he didn't say a word.

Finally Mrs. Jones said, "You just relax and be comfortable. I'll mix you a little drink. You'd like a drink, wouldn't you?"

"Might as well," Bill said. "I'm gonna catch hell when I get home, anyway."

Thirteen

#### Election







Gaines

Abbott

H. Gaines of Little Rock, Illinois Central general agent, was elected president of the Arkansas Passenger and Freight Agents Association at the organization's 22nd annual meeting held at Majestic Lodge in Hot Springs. He succeeds Paul R. Shaw,

Great Northern district passenger

agent, St. Louis.

Other newly elected officers include Hughey T. Abbott, St. Louis, T&PA, Santa Fe, vice president; J. E. Rose, Little Rock, DPA, IC, secretary-treasurer, and W. R. Crow, Memphis, TF&PA, SP, sergeant-at-arms.

# S-D Day

In the words of President Eisenhower, when any activity claims more than 38,000 American lives a year, it becomes a national problem of major proportions.

Last year, we Americans killed one person on the average of every 14 minutes around the clock and throughout the year. The total 1953

traffic death toll: 38,300.

"S-D Day" is Safe Driving Day, Wednesday, December 15, 1954. Sponsored by the President's Action Committee for Traffic Safety in cooperation with various national organizations, it is a day to demonstrate that traffic accidents can be reduced materially when all motorists and pedestrians do their part. The test confronting every commun-

ity will be to remain completely free of accidents for the 24-hour period.

S-D Day is an opportunity and a challenge for all types of organizations—national, state and local—to join in a common effort against a common enemy: the traffic accident toll. All major traffic safety organizations have enlisted in the campaign.

S-D Day will show that motorists and pedestrians can eliminate traffic accidents by their own actions: by observing the letter and the spirit of all traffic regulations; by practicing sportsmanship and by being courteous to every driver and pedestrian; by giving full attention to driving and walking. In short, driving and walking as they would have everyone else drive and walk.

# Skiing the Vancouver Area

Winter sports enthusiasts and skiers have some of the finest skiing closest to any major city in North America in the vicinity of Vancouver, British Columbia. A very short distance from the city center is sub-alpine and alpine country which annually receives a snowfall of from five to ten feet at the ski camps and up to 35 feet higher on the peaks.

First and most westerly in the line of the three mountains just across the harbor is Hollyburn Ridge. An all steel and concrete lift is maintained here for the convenience of both skiers and hikers, providing transportation from West Vancouver to the upper levels of Hollyburn Ridge.

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The lift starts at a cafeteria and waiting room terminus at the 1,000-foot elevation and climbs 1,800 feet over a distance of 5,800 feet to the upper terminal at 2,700 odd feet above sea level. A modern log ski chalet combining restaurant facilities and a waiting room as well as a large observation sun porch is sit-

(Concluded on page 16)

Fourteen



Above: The procession of the boar's head at Empress Hotel in Victoria, British Columbia.

# Holiday Celebrations Old English Style

The customs, costumes, traditions and atmosphere of Christmas in Merrie Old England are transported bodily to the North American Continent annually at two widely separated observances in the Pacific Coast area.

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Of long standing, the famed Brace-bridge Christmas Dinner probably is the high spot of the entire holiday observance at the Ahwahnee Hotel in California's Yosemite Valley. It is an authentic thirteenth century Christmas dinner, inspiration for which was derived from Washington Irving's "Sketch Book."

Christmas dinner in the Old English manner likewise is a custom of

long standing at Empress Hotel in Victoria, British Columbia.

Here in what is often called the most "English" of all cities outside of the British Isles, on Christmas Day is served a traditional seventeenth century English dinner with plum pudding, specially fed meat and fowl and all the trimmings.

A court jester complete with cop and bells leads the procession of the boar's head which is followed by the bringing in of the Yule log. Choralists in costumes of the period render the traditional carols and glee singers sing the old Wassail Song accompanied by musicians on authentic old world instruments.

Fifteen

#### B. C. Club Elects



Clark

Harry Clark, Great Northern Railway general agent, passenger department, Vancouver, British Columbia, has been named honorary president of the Vancouver Passenger Mens Association.

Other newly-

elected officers are Ned Wiginton, CN, president; Harold Tomsett, BOAC, 1st vice president; Roy Cameron, GN, 2nd vice president; Don Hamilton, CP, 3rd vice president; Bill Bussell, SP, secretary; Walter Busswood, CN, treasurer; Bill Purvis, Empire Shipping Co., Bulletin editor.

#### VANCOUVER—concluded

uated at the upper terminus. A jump is located beside a small ski tow on the Hollyburn slope. Breakfast and lunch is available at Hollyburn Ski Lodge.

Approximately five minutes north of the Lodge on the Grand National Ski run is the renovated Mobrasten jump hill, with tow and warming hut. Some 20 minutes southwest is Westlake Ski Lodge. Two tows are located here with the added attraction of lights for night skiing, and music.

Facing Vancouver from the north shore of Burrard Inlet is Grouse Mountain, a famed winter sports area that has developed many Dominion and International ski champions. An alpine chalet located at the 3,600-foot level has unsurpassed panoramic view of Vancouver and surrounding areas. Access is provided by two ultra modern lifts, operated in tandem, each of which is equipped with double chairs.

The lower lift has a capacity of 500 persons per hour and is used for transportation to the Ski Village. Meals are available at Village Inn.

The top lift rises 700 vertical feet and together with the lower lift provides for a total rise of 2,400 feet. Rope tows serve various hills, slopes and trails. Dormitory and private room accommodations are available in Skyline Lodge, Alpine Lodge and in the Chalet. Jumping enthusiasts will find a 180-foot jump conveniently located to the chalet.

A series of trails of varying steepness have been cut which reach sparsely timbered sub-alpine country providing splendid touring grounds and practice slopes.

Excellent skiing is available at Grouse Mountain from early December to the middle of May.

Mount Seymour Park centers around a 4,700-foot mountain, the most easterly in the range of peaks which frame Vancouver to the north. It has slightly more snow than do Hollyburn or Grouse Mountains, and offers a wide range of skiing terrain. Well known runs such as the Northlands Run, the Elevator Shaft, the Manning Run, DePencier Downhill and Brockton Gulley provide a diversity of slopes and runs that will please a wide variety of tastes.

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Mount Seymour Ski Jump is popular, with numerous competitions scheduled throughout the season.

Diamond Head Chalet in Garibaldi Park is located above timberline, a mile above sea level and is surrounded by an alpine plateau. Snow reaches a depth of 30 feet and skiing lasts from November to July. Serious snowcrust conditions and extreme cold are rare. Diamond Head Chalet operates like a Swiss Chalet featuring ski-touring, etc. The area is reached from Vancouver by boat, jeep and ski trip combined. Weather conditions here may make an overnight stay necessary.

Sixteen

George Waskey (right) GN Mechanized Accounts assistant auditor explains operation of "electronic brain" calculator to some of the teachers who visited Great Northern Railway on E-E-E Day.

# Employer-Employe-Education Day

On November 10, occasion of St. Paul's 1954 Employer-Employe-Education Day, teachers from the city's public, parochial and private schools became students, visiting railways, manufacturing plants, department stores, hotels and other business enterprises to better learn the importance of a real understanding and cooperation between the teaching profession, business management and labor.

Luncheon in a dining car, a tour of the general offices, shops and other plant facilities, and meetings with top management and key personnel was the order of the day for the group assigned to Great Northern Railway.

Following a short early morning briefing at the civic auditorium, the GN delegation was greeted and given a brief outline of Great Northern's history and scope of operations by John M. Budd, president.

A tour of the general office building and shops occupied the balance of the morning. After luncheon which was served in a streamlined dining car, the group was returned to GN headquarters where officials explained the functions of the various departments.

Adhering to tradition, each visiting teacher was presented with a highly polished Wenatchee Delicious apple upon departure.

Following the pattern of the past several years, the teachers will reciprocate by inviting businessmen to visit the schools on Business Education Day in 1955.

Seventeen

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#### Walter R. Minton

Walter R. Minton of Superior, Wisconsin, Mesabi division superintendent for Great Northern Railway since March 1, 1952, died suddenly on November 26, 1954.

First employed by the railway in 1911 as a telegrapher, Mr. Minton, after World War I military duty, served as trainmaster in Montana, and held superintendent posts at Klamath Falls, Oregon, and Whitefish, Montana.

#### Thunderbird Park

An article on the Thunderbird Park totem pole restoration program, carried in the November 1954 Goat, located the Park only in British Columbia. Specific location of Thunderbird Park is in the city of Victoria, provincial capital of British Columbia.

Eighteen

#### The Christmas Story

At the time there went forth a decree from Caesar Augustus that the whole world should be enrolled. This enrolling was first made by Cyrinus the governor of Syria. And all went to be enrolled, every one into his own city. And Joseph also went up from Galilee, out of the City of Nazareth, into Judea, to the city of David which is called Bethlehem, because he was of the house and family of David, to be enrolled with Mary his espoused wife, who was with child. And it came to pass, that when they were there, her days were accomplished, that she should be delivered. And she brought forth her first-born son, and wrapped him is swaddling clothes and laid him in a manger, because there was no room for them in the inn. And there were in the same country shepherds watching and keeping the night-watches over their flock. And behold an angel of the Lord stood by them, and the brightness of God shone around them; and they feared with a great fear. And the angel said to them: Fear not; for behold I bring you good tidings of great joy, that shall be to all the people; for this day is born to you a Saviour, who is Christ the Lord, in the city of David. And this shall be a sign unto you: You shall find the infant wrapped in swaddling clothes and laid in a manger. And suddenly, there was with the angel a multitude of the heavenly army, praising God and saying: Glory be to God in the highest; and on earth peace to men of goodwill. Luke II-1-14.

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

ation of the Great Northern Railway reported deceased during November, 1954, are: Martin H. Belknap, engineer, Los Angeles, Cal.; Howard A. Crampton, assistant engineer, Long Beach, Cal.; Winfred N. Dean, conductor, Grand Forks, N. D.; William O. Engel, agent & operator, Graceville, Minn.; Nels Flaget, section foreman, Eureka, Mont.; Charles L. French, joint train baggageman, St. Paul, Minn.; Anton T. Ficker, engineer, Minot, N. D.; Patrick H. Garin, conductor, Portland, Ore.; Axel F. Hiort, section foreman, Saco, Mont.; John Kiley, section laborer, St. Paul, Minn.; Henry Lindaur, engineer, Breckenridge, Minn.; Peter LaFond, switch tender, Minneapolis, Minn.; Viggo E. Larsen, engineer, St. Cloud, Minn.; Olaf G. Lief, conductor, Minneapolis, Minn.; Helmer Malm, engineer, Superior, Wis.; George F. Martin, machinist helper, Williston, N. D.; Frank B. McMillen, brakeman, Seattle, Wash.; Francis J. McMahon, agent, Minneapolis, Minn.; Peter A. Peterson, engineer, Superior, Wis.; William A. Pink, engineer, Superior, Wis.

Members reported pensioned during November, 1954, are: Leroy F. Adams, agent, Minneapolis, Minn.; Napoleon P. Archambeault, disposition clerk, Superior, Wis.; J. Henry DeGroot, agent, Somers, Mont.; Byron W. DeGeer, engineer, water

service, St. Paul, Minn.; Henry Engel, brakeman, Grand Forks, N. D.; John E. Harrison, engineer, Whitefish, Mont.; Lawrence P. Hallquist, conductor, Fargo, N. D.; Benjamin H. Innis, boilermaker, Williston, N. D.; Elmer Willard Johnson, master carpenter, Spokane, Wash.; Jacob P. Kaluza, carman, Havre, Mont.; Alfred L. Lindell, engineer, Willmar, Minn.; Robert W. LeSage, engineer, St. Paul, Minn.; George W. Lane, relief agent, Great Falls, Mont.; Thomas J. Martin, machinist, Havre, Mont.; Eddie G. Thompson, machinist, Minot, N. D.; Perle E. Wheeler, joint train baggageman and messenger, Grand Forks, N. D.

Jackson E. Price of Bethesda, Maryland, has been named chief of lands in the National Park Service. An employe of the Interior Department since 1934, Mr. Price became chief counsel of the Park Service in 1944.

During 1955, North Dakota, Montana, Idaho, Washington and Oregon, will observe a Sesquicentennial to celebrate the 150 anniversary of the Lewis and Clark Expedition. With the exception of a few trappers, the expedition was the first band of white men to explore the Northwest.

Nineteen

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