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THE GREAT NORTHERN GOAT

Vol. 25 No. 1-12

1955

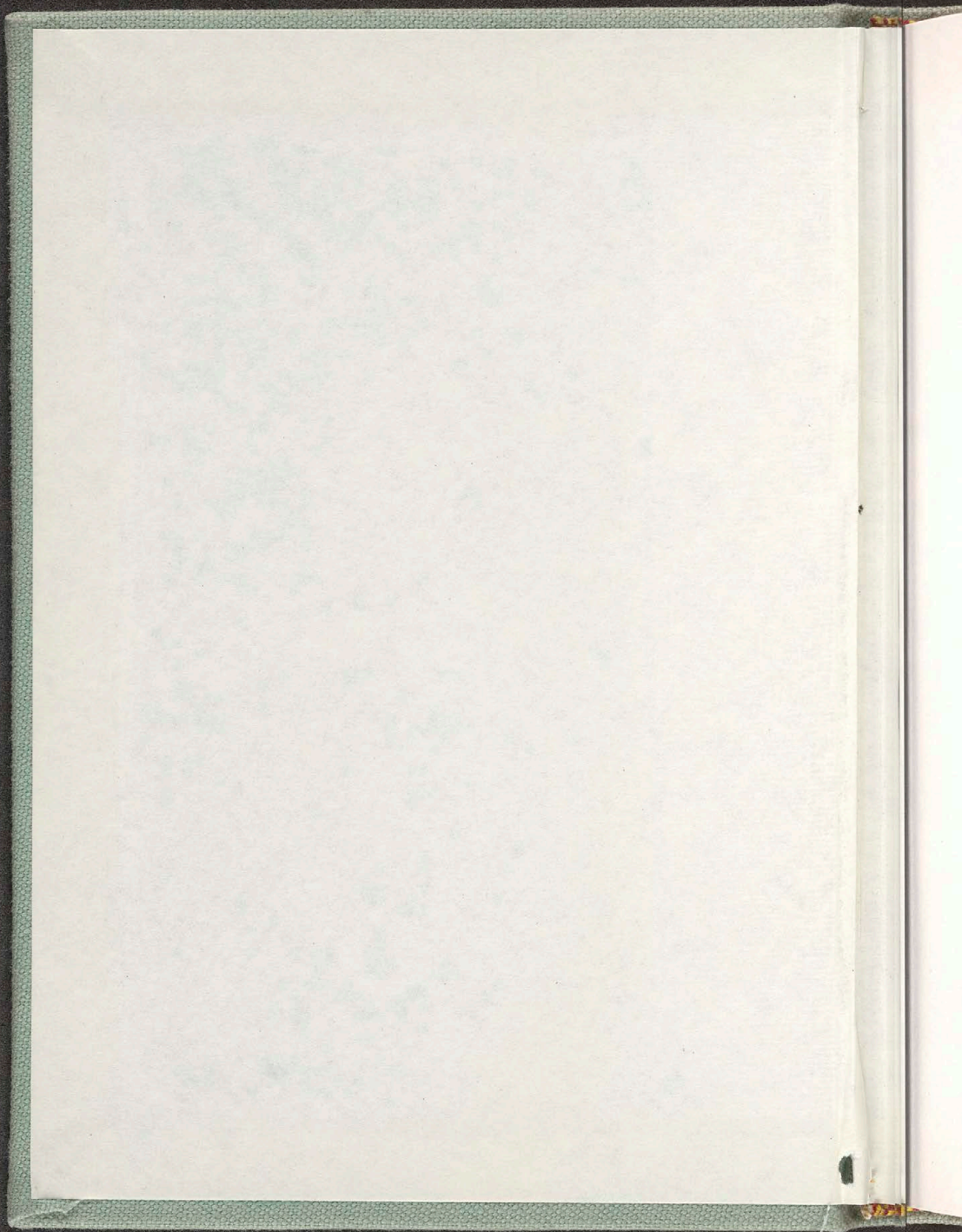
Great Northern
Railway Company
Records

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Vol. 8

Advertising & Publicity





The Great Northern

GOAT

JANUARY 1955

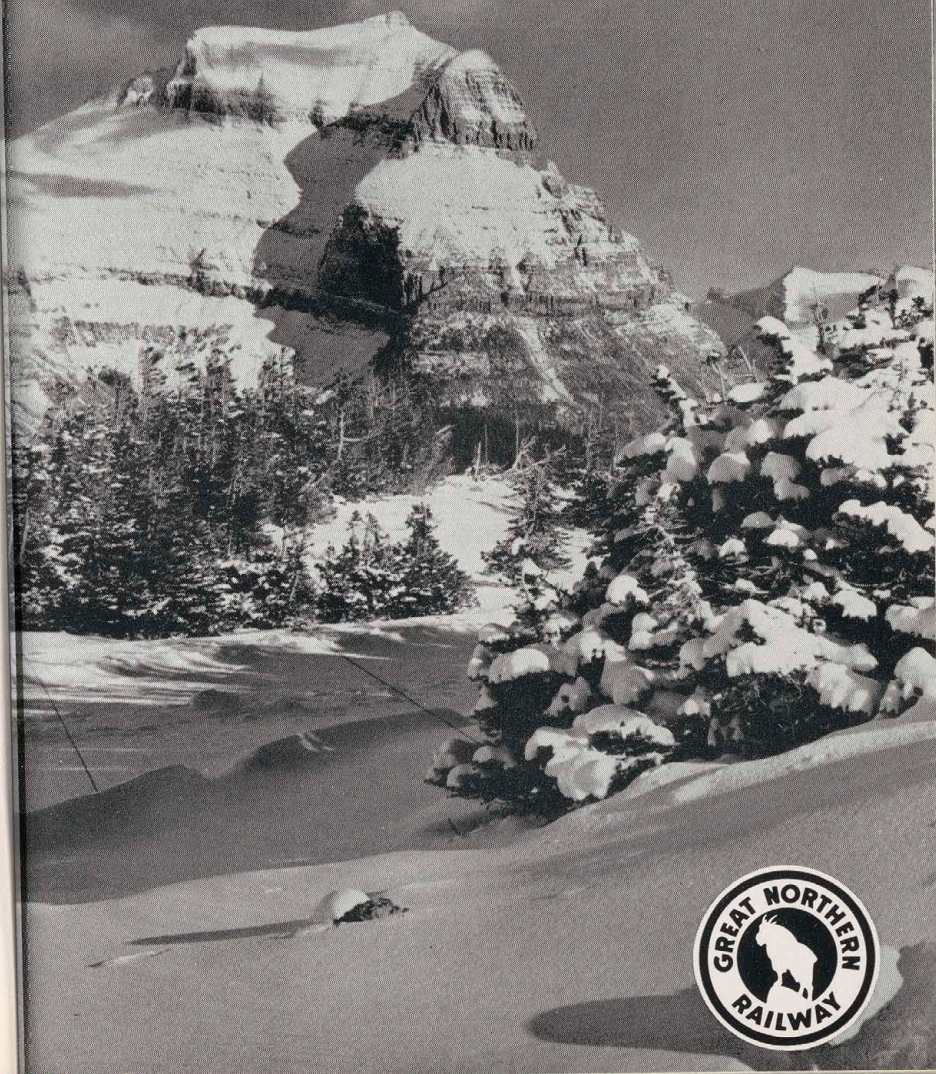




The Great Northern

GOAT

JANUARY 1955



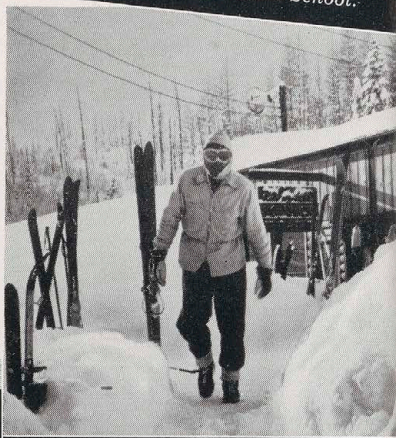
Skiing The Big Mountain



Junior "slats fans" receive special attention at The Big Mountain Ski School.



Whitefish Lake and fog-wreathed distant peaks from the upper slopes of The Big Mountain.



There's plenty of snow all season long on the slopes of The Big Mountain.



No trouble at all going uphill via The Big Mountain's 3,220-foot T-bar lift.



The ski shop, lodge and chalet all are convenient to the lower terminal of the ski lift.

Photos by Lacy.

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Rising

The Big Mountain—Montana's Complete Ski Resort

The Big Mountain, famed western winter sports area located near Whitefish, Montana, on Great Northern Railway's main transcontinental line, can well be considered as one of the top five ski resorts in the United States, from either a competitive or recreational standpoint.

Now in its eighth successful year of operation, it is open every day throughout the ski season with complete resort facilities. Accommodations are available either at The Big Mountain Ski Lodge or at the Chalet.

Located right at the lower terminal of the long ski lift, the Lodge provides lodging and dining facilities for 20 guests with a choice of dormitory type or private rooms. Features of the Lodge include a spacious lounge with huge fireplace, snack bar, bierstube and dining room. Carefully prepared, tasty food is served family style.

Excellent accommodations for 50 guests are available at the nearby Chalet, which features comfortable private rooms designed especially for the ski vacationist's comfort and convenience, and expertly prepared meals sure to please hearty appetites.

New to the Chalet this season is the "Ptarmigan Room," cocktail lounge with adjoining sun deck. For Chalet guests who bring their smaller children, nursery services and supervision by the hour can be arranged.

The first three weeks of January and the first three weeks of March have been designated as "Learn to Ski" weeks. Specially reduced rates during these periods provide for seven full days and six nights of good skiing and skiing fun—everything included: lodging at either the Lodge or the Chalet; three excellent meals daily; unlimited use of the lift and tow, and six ski lessons.

Rising over 2,500 feet above the

Lodge, The Big Mountain offers some of the finest skiing in the nation. The upper face of the mountain, burned over years ago, is one vast open snowfield. On the lower timbered area there are open slopes and trails designed for all grades of skiers, from novice to expert.

Averaging 96 inches in depth, the snow on The Big Mountain generally is of the greatly desired powder variety throughout the winter season, and in spring, fine corn type.

The area is served by excellent uphill transportation. The 3,220-foot T-bar lift takes skiers to the top of miles of snowfields and trails. Runs and trails from 15 to 70 per cent in grade make possible up to 25,000 vertical feet of skiing per day.

Toni Matt, internationally famous ski instructor and racer, personally directs the ski school at The Big Mountain resort, and conducts classes daily during the season. Lessons are available for novice, intermediate and advanced skiers. Matt held many Austrian and American championship titles, and has several hill records that remain unbeaten.

The Big Mountain was the site of the National Championships in 1949 and 1951. Top competitive event scheduled for the present season is the Junior Nationals—March 3, 4, 5.

Detailed information regarding a ski vacation at The Big Mountain can be obtained by writing Mr. Ed Schenck, General Manager, The Big Mountain, Whitefish, Montana, or from any Great Northern travel representative.

Guests arriving at Whitefish on the streamliners Empire Builder or Western Star will receive transportation between the Great Northern station and the ski area at no additional cost, if requested at the time reservations are made.

Three

PROGRESS IS A GREAT NORTHERN HABIT

The Great Northern



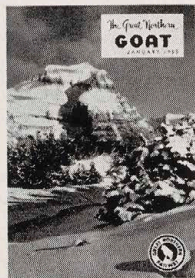
VOL. 25 January, 1955 No. 1

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



Wintertime view of Going-to-the-Sun Mountain in Montana, a Glacier National Park landmark.

Photo by Mel Ruder, Hungry Horse News, Columbia Falls, Montana.

Four

GN Report for 1954

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

While the year 1954 saw a decrease in revenues below the all-time peak reached in 1953, the year has been a good one for the Great Northern Railway. It has been a year of continuing improvement in service, equipment and the fixed property.

During 1954 improved freight schedules were instituted between Vancouver, British Columbia, and California points in connection with the Western Pacific and Santa Fe.

Transcontinental service between the Twin Cities and the Pacific Coast was made even more dependable with improved track structure and radio equipment on freight trains which was inaugurated during the year. During 1955 there will be further improvements to the track structure and additions to the radio equipped trains.

"Piggyback" service was inaugurated during 1954 by the Great Northern between the Twin Cities and Head of the Lakes and between the Twin Cities and Fargo, North Dakota. Transporting vehicular trailers on railroad flat cars has resulted in delivery of freight shipments on improved schedules with a sharp decrease in damage.

Thirty-seven diesel-electric locomotive units were placed in use. We are now able to handle all of our requirements during certain periods of the year with this type of power and depend upon steam power only for seasonal peaks.

The Great Northern completed additional facilities in 1954 for servicing and repairing diesel locomotives. The principal installation was

(Concluded on page 6)

THE STREAMLINED EMPIRE BUILDER

General Mills, Inc. and Great Northern officials inspect "Airs-
lide" car. Left to right: L. F.
Gorchardt, GM director of physi-
cal research; R. S. Herman, GM
director, bakery sales service de-
partment; Y. H. Sparrow, GM as-
sistant director traffic; I. G. Pool,
GN vice president operations;
L. W. Campbell, GN general su-
perintendent transportation; A. M.
Thomas, GM acting director traf-
fic; J. L. Robson, GN chief me-
chanical officer; L. E. Penn, GM
assistant director traffic.



"Airs-
lide" hopper car,
one of several purchased
by Great Northern Rail-
way to facilitate ship-
ment of flour, sugar and
other commodities in
bulk.

Bulk Flour Cars for Great Northern

Representatives of Twin City flour milling companies were on hand recently at Great Northern Railway's Minneapolis passenger station to personally inspect a new type of covered hopper car, developed to facilitate the movement of bulk flour, sugar and similar products. The first of several such cars to be purchased by the railway was displayed there before it was placed in service.

The "Airs-
lide" cars, built by Gen-
eral American Transportation Com-
pany, provide a practical and more
convenient means of shipping these
bulk commodities to volume con-
sumers. At the same time, they

permit faster loading and unloading,
resulting in a quick return of the
unit to service.

The cars are loaded quickly by
means of hatches in the roof, and are
unloaded through hoppers located in
the floor. Unloading is accelerated
by special "Airs-
lide" equipment,
which is a patented means of agita-
tion of the contents by aeration.

The cars are of all-steel construc-
tion, have a capacity of 2,600 cubic
feet, weigh 53,800 pounds empty and
are rated at 50 tons. Lined with a
special "polych-
lutch" enamel coating,
they are vermin proof and meet all
state and federal requirements.

Five

Spirit-Mind-Body



Originally composed entirely of young men, the YMCA has branched into very active work with youth, with older men, and with women and girls. Its history is marked by contributions that have made it a distinct type of character building organization in communities all over the world.

The movement originated in London in 1844. The first YMCA in the United States was started in Boston in 1851, so historically the YMCA is 111 years old, with a history of 104 years in the United States.

Camping as we know it today, originated within the YMCA. The first indoor swimming pool in the United States was built in a YMCA. Basketball and volleyball were developed by "Y" workers. Service clubs for men, grade and high school clubs for boys, coed programs for young adults, athletic activities, family programs and resident rooms for men are among the many services of the 1,854 YMCA's in the United States and Canada, to its more than 3,000,000 members.

Gifts and bequests toward the endowment fund will greatly aid and make more permanent the work of the Association.

Six

GN REPORT—concluded

at Spokane, Washington, where a steam locomotive shop was converted to facilities for servicing diesels.

In addition, we expanded our car shop at St. Cloud, Minnesota, by constructing a new building which will be used for repairing and construction of freight cars.

The Great Northern has on order for delivery in 1955 new dome cars for use on the Empire Builder. It is planned that each of the five trains in the Empire Builder fleet operating between Chicago-Twin Cities and Spokane-Seattle-Portland will have one full length dome lounge car for Pullman passengers and three dome coaches. In addition, we expect delivery of 1,000 box cars, 500 of which will be single door cars and 500 double door cars.

The Great Northern also anticipates construction of a modern classification yard for freight service which will be located at Minot, North Dakota.

Centralized traffic control, expediting train movement, was installed on the 64 miles of main line between Delano and Willmar, Minnesota. Within this mileage, all train operations are directed through remote control of switches and signals from a central control panel located at Willmar.

The year 1954 saw a change in Great Northern corporate stock. The preferred stock, which was the only class outstanding, was converted to common stock. Each shareholder received two shares of common stock for each share of preferred stock.

The prospects for 1955 appear to be satisfactory. We are anticipating that 1955 will be about the same as 1954.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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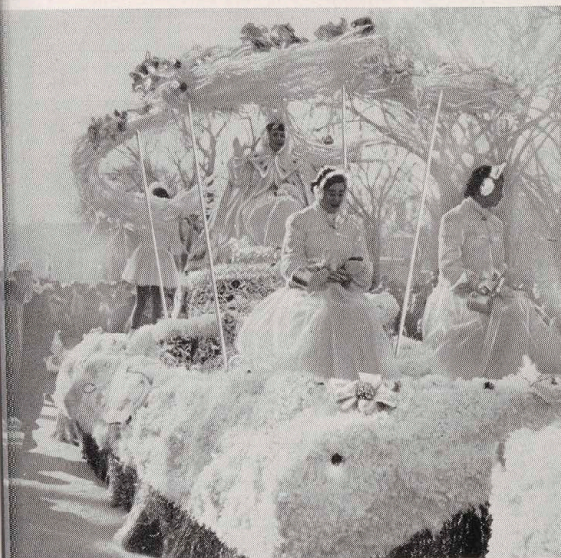
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Right: St. Paul Winter Carnival King Boreas and his Queen of Snows.

Below: More floats, musical groups and marching units than ever before will take part in the 1955 Grande Parade.



The Rollicking Realm of Boreas

With a tradition for winter fun dating to the first Winter Carnival in 1886, St. Paul, Minnesota, will once again become America's winter sports Mecca, January 28 through February 5, 1955.

Colorful mythology built up over a long period is based on the struggle between King Boreas, ruler of the North Wind, and his mighty rival, Vulcan the Fire King. Boreas and his Queen of Snows, along with brother Princes of the East, West and South Winds, hold court during the Carnival. Their rule is broken at the close of the festival when Vulcan and his Fiery Minions storm the Boreas Court, heralding the approach of warmer weather.

The "Frosty Frolic" of 1955 will prove no exception to this long

standing order of events. However, several new fillips have been added to further stimulate interest and participation.

Hudson, Wisconsin; Hastings and White Bear Lake, Minnesota, have been selected as starting points for the first sled dog races held at the Carnival since 1917. Drivers and teams of Malamute Huskies from all parts of the nation, Alaska and Canada, will take part in the three dashes.

Adding more luster will be the first North American Ski Jumping Championships ever held at Battle Creek Slide. Battle Creek previously has played host to the Nationals and Central Championships.

Speed skating also will play a

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Appointments



Oviatt

Coliton

E. F. Oviatt, superintendent of the Klamath division since 1952, has along been appointed superintendent of the Mesabi division, with headquarters at Superior, Wisconsin, succeeding the late W. R. Minton.

Oviatt joined Great Northern in 1938 as assistant to trainmaster on the Butte division in Montana, subsequently becoming trainmaster at Glasgow and Great Falls. During World War II he was a major in the 750th Railway Operating Battalion. In 1946 he returned to Great Falls as trainmaster, transferring to Willmar, Minnesota, in 1950, in the same capacity.

W. P. Coliton, trainmaster at Seattle since 1953, becomes superintendent of the Klamath division succeeding Oviatt. Headquarters of the division is at Klamath Falls, Oregon.

Coliton joined the railway in 1940 and was trainmaster at Willmar, Devils Lake, North Dakota, Great Falls and Havre, Montana, before going to Seattle.

WINTER CARNIVAL—concluded prominent role, with the National Championships scheduled for the tenth straight year at Lake Como. The U. S. Olympic Trials also will attract hopefuls from all parts of the country.

High point of the celebration is the Coronation of the Queen of Snows

Eight

in the huge Municipal Auditorium. This spectacular pageant has been a sellout each year since its inception.

Again the famed Boreas Treasure Hunt, sponsored by the Pioneer Press and Dispatch newspapers will keep large throngs of citizens busy as they ponder clues and search for \$1,000 buried inside a tiny chest somewhere in the city.

Coronation of King Boreas is followed by the world's largest square dance festival, with nearly 2,000 dancers dressed in gay western garb.

On Saturday, January 29, the majestic Grande Parade will proceed along three miles of crowd-lined streets before concluding within the Auditorium. More floats, musical groups and marching units than ever before will take part in the 1955 Grande Parade.

Other definitely scheduled program events include an Ice Fishing Contest; Mutt Races; Sports Car Races on Ice; the WCCO Radio Winter Carnival Stage Show; National Majorette Championships; Musical Jam-boree; Junior Coronation Ceremonies; Bridge Championships and Torchlight Parade.

Great Railroad Stories

A surprising number of modern masters of the novel and short story at one time or another occupied themselves with the railroad theme.

"Great Railroad Stories of the World," published in December by The McBride Company, 200 East 37th Street, New York City, is an outstanding collection of 14 such stories, by authors including Lucius Beebe, Charles Dickens, Marquis James, Octavus Roy Cohen, T. E. Lawrence, Frank L. Packard, William Saroyan and Douglas Welch.

The 331-page volume, edited by Samuel Moskowitz and with an introduction by Freeman H. Hubbarb, is available from bookstores at \$3.95.

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Horace Mann Cub Scout Pack 133 of Minneapolis, and escorts, arrive at the St. Paul Union Depot aboard Great Northern's streamlined Red River.

Railroading—Cub Scout Theme for January

America's Cub Scouts are devoting the month of January to the study of the nation's rail transportation system. Den and pack meetings have been planned with a railroad theme, utilizing to a great extent, material supplied by the Association of American Railroads and individual lines.

In many cases, den and pack meeting rooms will be decorated to resemble railroad terminals and Cubs will dress as conductors, engineers, porters, redcaps, etc. The boys will sing railroad songs, learn about timetables, whistle and semaphore signals, safety regulations and study railroad history.

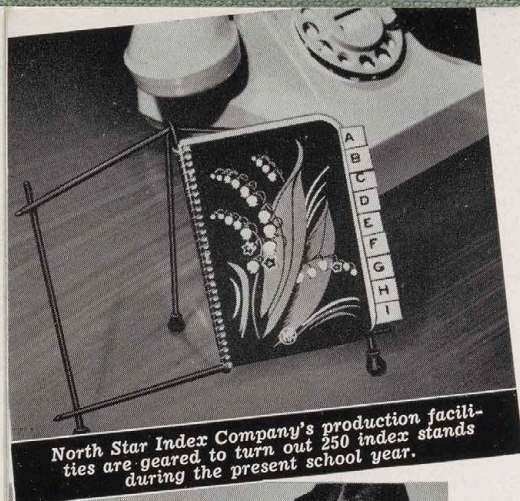
In preparation for Railroad Month, over 80 Cubs and adult leaders from Minneapolis' Horace Mann School

Pack 133, in charge of Mr. F. C. Douglas, in early December traveled on Great Northern's streamlined Red River to the St. Paul Union Depot. Guided by a qualified travel instructor, they toured the huge terminal, observed the handling of Christmas mail and express, and visited the Twin City Model Railroad Clubs elaborate display of operating scale model, trains, including the streamlined Empire Builder.

At other stops during the tour, the Cubs learned of services available to travelers such as Traveler's Aid, how to purchase tickets, make reservations, check baggage, use lockers, and obtain information concerning arrival and departure schedules of trains.

Nine

THE STREAMLINED RED RIVER



North Star Index Company's production facilities are geared to turn out 250 index stands during the present school year.



Joe Quercia, left, and Douglas Hoelscher team up to grind down sharp ends of rod sections.



Left to right: Mary Betzel, Marsha LaBonne, Vince LaManna, Jim Laundrville and Mary Bleise affix index tabs.

North Star Index Company

A JUNIOR ACHIEVEMENT COMPANY SPONSORED BY GREAT NORTHERN RAILWAY

Junior Achievement is a national organization helping to "learn-by-doing" how the business world functions. It is sponsored and financed by businessmen and labor leaders including Great Northern Railway, which is headquartered in St. Paul, Minnesota. The JA North Star Index Company is one of the many such groups.

The program calls for a group of about 22 high school boys and girls to form a company, raise capital by selling stock to buy material, pay wages, and manufacture a product or provide a service. Members elect their own officers, sell their products, and are wage earners as well as salesmen. They distribute any profits in dividends and bonuses and finally liquidate the company by redeeming the stock.

(Continued on page 12)



With use of special jig, Pat Marcogliese, left, and John Klahn solder rod sections to form frame.



Left to right: LaLoe, Jeanette, and another student audit.

Star Index Company

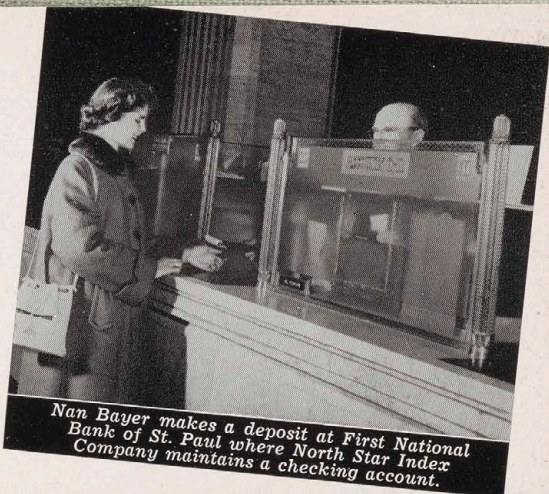
ACHIEVEMENT COMPANY
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is a national organization helping young people
show the business world functions. The program
sponsored by business, labor leaders and industry,
Northern Railway in St. Paul, presently sponsor
North Star Index Company.

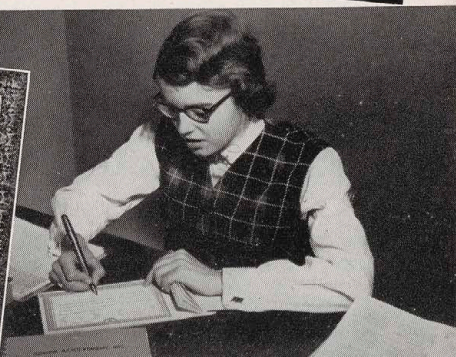
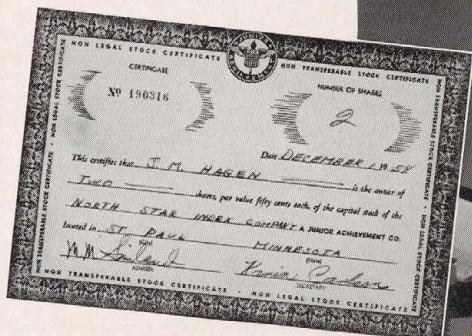
for a group of
boys and girls
to raise capital
material, pay
for a product
Members elect
their product
as well as
to contribute any
bonuses and
company by re

page 12)

Marcogliese,
rod sections



Nan Bayer makes a deposit at First National Bank of St. Paul where North Star Index Company maintains a checking account.



Karin Carlson makes out North Star Index Company official Junior Achievement stock certificate shown at left.



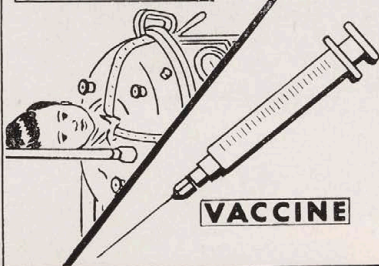
to right: LaVonne Werner, Beverly Pfeiffer, Jeanette Anderson and John Page audit company records.



Douglas Avery, left, Karin Carlson, Dennis Paulson and J. A. Riehle direct their sales pitch to St. Paul businessman J. A. Riehle.

FIGHT POLIO!

TREATMENT



VACCINE

Join the
MARCH OF DIMES
January 3-31

In 1955, your March of Dimes will be doing a double job. Through its 3,100 chapters it will continue to work to build new lives for the stricken. Meanwhile, it must bear the added burden of a costly program of polio prevention.

At the end of 1954, there were some 70,000 cases already on chapter rolls who look to you for help in the year ahead, along with the thousands who will be stricken in 1955.

In addition, millions of dollars are needed now for vaccine purchase, plus millions more to carry on vital research, battle epidemics and train professional personnel for the fight against crippling disabilities.

The fight against polio is being won. The stricken can be helped. Polio prevention is a growing reality. It's a bigger job now, because there's more at stake for you, for the stricken and for children everywhere.

Twelve

NORTH STAR INDEX—continued

Each sponsoring firm provides qualified personnel who serve as advisers. Great Northern Railway advisers for the present year are S. Anderson, wheel shop foreman, production adviser; E. H. Gruetzman, general agent, freight department, sales adviser; R. A. McMahon, chief clerk, Miscellaneous Companies, general adviser, and M. M. Smiland, chief clerk, insurance department, business adviser.

Underlying purpose of Junior Achievement is to give young people a clear, sympathetic understanding of American business, and a conviction based on actual experience, that the system of capitalism and free enterprise, under which America has steadily progressed, operates in the balanced interest of everyone—the consumer, the employee, management and the investor. JA has no ties with any other group, economic, political or religious. It is a public relations program designed to help preserve freedom of opportunity in the United States, and at the same time, provide an outlet for the social instincts of people in business and industry who enjoy doing constructive work with young people.

Company operations are conducted in a local business center, which is generally shared by from five to 10 or more different companies, each of which meets one evening a week throughout the school year. Each functioning group must pay a nominal rental for use of the facilities.

After the personnel has been chosen, officers elected and installed, and the product or service decided upon, non-legal, non-transferrable capital stock with a par value of not more than 50 cents per share is issued. All members are instructed in the method of selling stock, and each understands the importance of the stockholder to the company.

(Concluded of page 14)

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Goat Gaieties

Proper Perspective

A certain man, while walking through a countryside, was caught in a downpour of rain. He looked around for shelter and at last crawled into a hollow tree. He was there for several hours and then he realized he was trapped. The rain had caused the trunk to swell and the opening by which he had entered was growing smaller by the minute. Soon he was in imminent danger of death. As with a drowning man, his past life flashed before his eyes. He saw what a self-centered man he had been and what a useless life he had led. He now felt so small that he crawled out through the opening with ease and led a useful life thereafter.

* * *

Some Fun

Asked what he did for recreation if and when he got to town, one of those long, lean Texas cowboys reluctantly confessed, "I most always go dancin' if there is one."

"Why, nobody'd guess you knew how to dance," the questioner exclaimed in surprise.

"Heck, I can't dance a lick," the cowhand admitted, "but boy, I sure like to hold 'em while they do!"

* * *

It Figures

An old-fashioned girl is one who never heard of an Old-Fashioned.

Just Like Dad!

The preacher was dining with the Smiths, and Mrs. Smith, who had been coaching her little son on his table manners for the past week, was astounded to hear Junior give out with a burp.

"Oh, Junior," the mother hastened to admonish, "what do you say?"

"Happee-ee New Year!" Junior shouted.

* * *

Quiet Please

A deaf old lady entered the church with an ear trumpet. As she was settling herself in her seat, an usher came over and whispered, "Listen, madam, one toot—and out you go."

* * *

Good Trick

"Good day, ma'am," spoke up the stranger when a woman answered the doorbell of a boarding house, "would you like to buy some insect powder?"

"No," she told him flatly. "I have no use for it."

"Good," declared the stranger. "I'll take that room you're advertising for rent!"

* * *

One Man's Opinion

"What brought you here?"

"Two policemen."

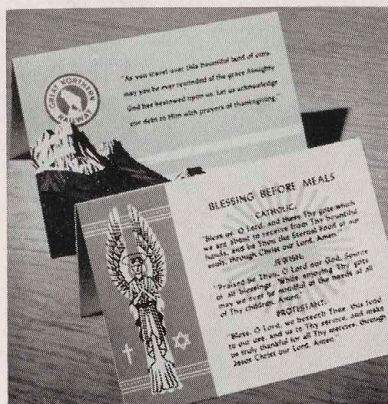
"Drunk, I suppose."

"Yes, sir, both of them."

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Blessing Before Meals



"Prayer cards" provided on all Great Northern dining cars.

"As you travel over this bountiful land of ours, may you be ever reminded of the grace Almighty God has bestowed upon us. Let us acknowledge our debt to Him with prayers of thanksgiving."

Printed cards bearing the above along with brief Catholic, Jewish and Protestant before meal blessings, now are provided on all dining cars on Great Northern trains including the Ranch Car on the Empire Builder and the Coffee Shop Car on the Western Star.

NORTH STAR INDEX—concluded

Advisers help set up production lines, recommend production short cuts, and step up efficiency to keep costs down. JA members do all the work. At times, members of the production force double as salesmen.

Every successful company stays in business for one school year. At the end of that time, any profits are paid out in the form of dividends to stock-

Fourteen

holders and bonuses to company members. A final report is compiled and mailed with a check for the original investment plus any dividend.

Result is that each member of the company will have the knowledge that it takes capital to start a company, and as owners, the stockholders are entitled to a share in the profits. The youngsters who take part in and benefit from Junior Achievement are tomorrow's political, social and business leaders. Junior Achievement is worthy of the support of everyone.

The North Star Index Company, is producing an artistic personal telephone index with stand which retails at 98 cents f.o.b. St. Paul. All profits realized from the sale of these units are to be paid first in salaries on the basis of 10 cents per hour and secondly in payment of dividends. Any balance will be distributed in bonuses and prizes.

Wenatchee—Seattle Set-Out Sleeping Car

Geat Northern Railway wintertime set-out Pullman sleeping car service in both directions between Seattle and Wenatchee, Washington, was resumed early in December, and is scheduled to continue throughout the winter months.

Eastbound the car is placed for occupancy in Seattle at 9:30 PM and leaves Seattle in train 4, the Western Star at 10:30 PM, arriving Wenatchee 3:05 AM where car is set out and may be occupied until 8:00 AM.

Westbound the car is placed for occupancy in Wenatchee at 9:30 PM, leaves Wenatchee on train 3, the Western Star at 12:40 AM, arriving Seattle at 5:15 AM where car may be occupied until 7:30 AM.

PROGRESS IS A GREAT NORTHERN HABIT

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Spokane

Right:
tourist

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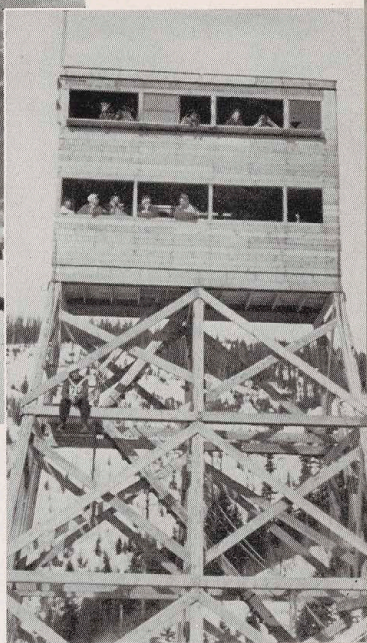
YOUR I



Above: Participants await the start of Mount Spokane's "Mad March Hare" obstacle race.

Right: Judges occupy this tower during ski tournaments held frequently at the popular Mount Spokane area.

Photos by Dick Williams.



Winter Sports on Mount Spokane

Three years ago this January 23rd, the magnificent \$500,000 public lodge in Mount Spokane State Park north-east of Spokane, Washington, was leveled by an all-consuming fire. Some thought the disaster sounded the death knell to winter sports activity in the state's largest park.

Outdoor fans from far and near, who have frequented the snowclad 5,878-foot peak in winters of the past three decades, however, have proved such predictions all wrong. A rebirth of interest in the sport of skiing is noticeable everywhere in the 23,760-acre park.

Work rushed to completion last fall opened up a good portion of the park's 800 treeless acres of ski slope. Seven hundred and 1,400-foot tows

serve skiers on the "public slope," a southwesterly exposure near "Cook's cabin," a park landmark. The skier can take the tows to the summit and ski down the east slope to a pick-up point on the main road, where a new shuttle bus service takes him back to the main ski area. Instruction is provided by three members of the Bob Campbell ski school staff.

Facilities have been expanded in Cook's cabin, which serves as a warming hut and eating place. The cabin, formerly the park superintendent's residence, is in the shadow of the park lodge which burned prior to the official opening of an extensive addition.

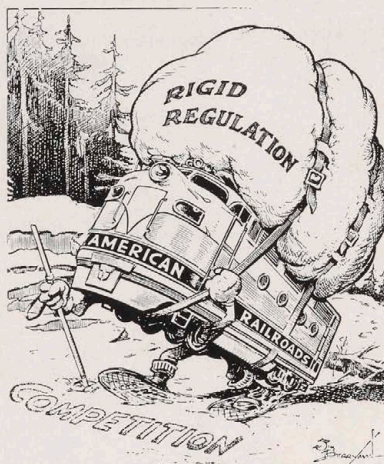
Besides offering good winter and

(Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

TOO HEAVY A LOAD



MOUNT SPOKANE—concluded

spring skiing, Mount Spokane has a view unparalleled in the Northwest. The peak stands alone on a vast prairie, and from its summit on a clear day, a visitor can view a host of Inland Empire lakes and points of interest. Winter storms coat the evergreens with ice, turning them into ghostly animal and human-like forms.

An entirely new skiing development on the lower slope is the Lindero Ski Bowl, with especial appeal to beginners. The area has three tows, lights for night skiing and a 38x100-foot lodge, largest building in the park. A Spokane County-sponsored ski school is conducted there annually.

Mount Spokane is "home" to three skiing groups which have developments in three different areas. Oldest is the Spokane Ski Club on the lower slope, which has a lodge, rope tow and Class A jumping hill. Farther up are the Spokane Mountaineers with lodge and rope tow, and the Selkirk Ski Club, whose "mea-

dows" slope near the summit, served by a 1,400-foot tow, offers snow conditions and terrain unequalled on the entire peak.

The mountain, 37 miles from metropolitan Spokane, offers skiing from late December to late spring. Long-range plans for the park's development by the state include road relocation projects and a 12-month-use lodge just west of Cook's cabin. Local interests have indicated willingness to finance an all-steel, double-seat chair lift on the eastern slope in the near future—a proposal which has met with approval of the state and brought cheers from the skiing fraternity.

Faster GN Freight Service

The Great Northern Railway will inaugurate on January 12, the fastest freight service it ever has operated westward to Spokane and Pacific Coast points.

A freight train shearing 24 hours from former delivery times to Seattle, Portland, California and all north and south Pacific Coast points will leave Minneapolis every morning. Eighteen hours will be cut from the former schedule from Minneapolis to Spokane.

New running time from Minneapolis to Spokane will be 46 hours and 20 minutes, and to Seattle and Portland 61 hours and 30 minutes. Freight coming to the Great Northern via Billings and Laurel, Montana, will receive the expedited handling westward from Shelby, Montana.

Out of Minneapolis, only carloads destined for Spokane, Seattle, Portland and beyond will be handled in the train.

The new service will be in addition to the regular service, which requires 24 hours more from Minneapolis to Pacific Coast points and 18 hours more to Spokane.



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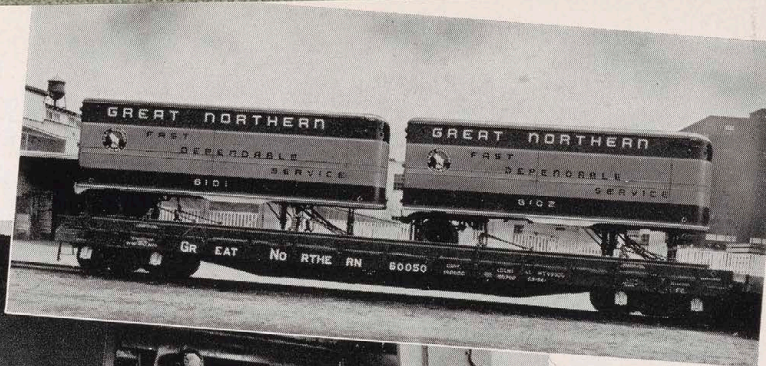
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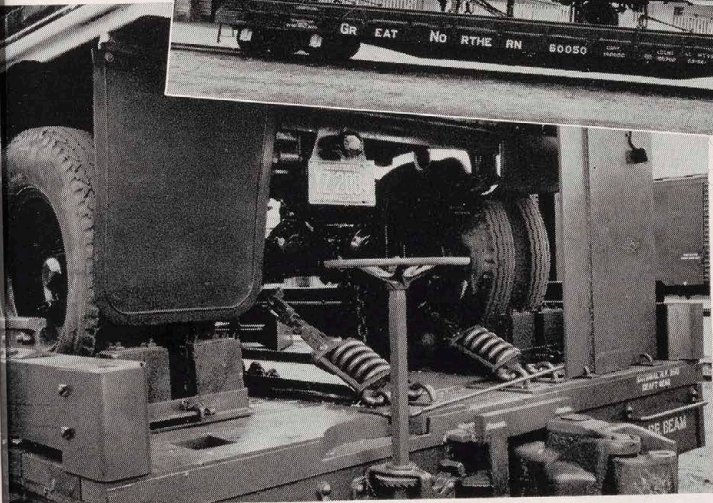
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Above:
Specially
equipped GN
flatcars each
can accommo-
date two 24-
foot trailers.



Left: Close up
view illustrates
how trailers
are securely
blocked and
braced.

GN Trailer-on-Flat-Car Service Extended

With expedited door-to-door delivery of freight as the objective, Great Northern Railway now is providing trailer-on-flat-car service between St. Paul-Minneapolis and Fargo, North Dakota. This is in addition to similar service between the Twin Cities and Duluth-Superior which began last May.

Specially equipped 52-foot flat cars, each capable of accommodating two, 24-foot vehicular trailers are being used in this service.

Until tariffs are established for full trailer loads, only less than carload merchandise will be handled in both

directions on a through basis between Minneapolis-St. Paul and Fargo.

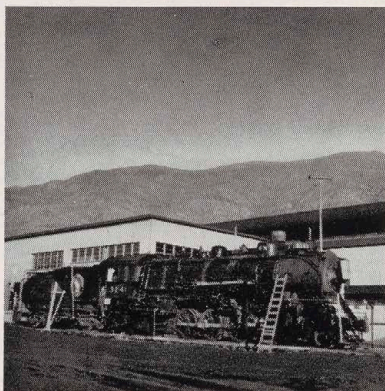
Overnight service is being provided. Flat cars laden with trailers move in regular fast Great Northern freight trains during the night, with delivery direct from the trailers to receivers' places of business the next morning.

Ramps for handling trailers to and from the flat cars are located on the railway's property off Eighth Street in St. Paul, Seventh Street in Minneapolis, and adjacent to the freight station in Fargo.

Seventeen

THE STREAMLINED EMPIRE BUILDER

Steam Heat



Pulled out of retirement, GN locomotive 3241 supplies heat to new Anaconda Aluminum plant. Photo by Mel Ruder, Hungry Horse News.

Doing a good neighbor turn this winter is Great Northern steam locomotive number 3241 in providing head during construction of Anaconda Aluminum Company's huge new plant on the railway's main line near Columbia Falls, Montana.

The oil-burning Mikado was moved from storage at Williston, North Dakota, to a siding at the plant site. On its new job in railway territory which is completely dieselized, number 3241 turns out steam around the clock, seven days a week.

GN Installs CTC

Centralized traffic control, to expedite movement of trains, went into service December 17, on the 64 miles of Great Northern Railway main line between Delano and Willmar, Minnesota. Cost approximated \$700,000.

All train operations within the CTC mileage are directed through remote control of switches and signals from a single control point in railway division offices at Willmar.

The CTC dispatcher's control panel

Eighteen

shows the track in miniature, with lights to indicate train locations. Levers and push buttons operate the switches and signals. Controls are devised and interlocked to make setting up of conflicting train movements impossible.

In the affected mileage are 12 miles of double track, arranged for operating trains in either direction on either track. Twenty-three electrically operated switches are on track crossovers and ends of sidings. Seven controlled sidings have been extended to lengths which often will permit non-stop train meets. The 32 hand operated main line switches to short sidings and industry tracks are electrically locked and cannot be opened without permission from the CTC dispatcher.

Pneumatic switch cleaners, better known as snow blowers, have been installed at the power-operated switch locations. These also can be operated from the central control point during storm periods.

Seattle Appointment

Thomas A. Purton, Jr. has been appointed manager of the Industrial Department of the Seattle Chamber of Commerce. Previously he was manager of marketing research for the Apparatus Sales Division of the General Electric Company at Seattle.

During the five years prior to coming to General Electric at Seattle, he was with the same company's nucleonics division at Richland, Washington. Before that he was production supervisor at various plants of the Remington Arms Company. His career began in 1934 with the Idaho Power Company.

As manager of the Chamber's Industrial Department, Purton assumes responsibilities for functioning of the Manufacturers and New Industries Divisions, and will work closely with the Industrial Development Council of Seattle and King County.

Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1954, are: Percy H. Burnham, freight traffic manager, St. Paul, Minn.; William T. Benton, conductor, Williston, N. D.; Vincent A. Beacom, engineer, Sioux City, Iowa; Harry G. Chapman, conductor, Watertown, S. D.; Carl C. Gray, electric welding foreman, Spokane, Wash.; Thomas B. Harmon, conductor, Opheim, Mont.; William Johnson, machinist, Wahpeton, N. D.; John R. Mattison, telegrapher, Minneapolis, Minn.; Walter R. Minton, superintendent, Superior, Wis.; Arthur R. Morgan, agent-telegrapher, Los Angeles, Cal.; Fred S. McKinnis, agent & operator, Puyallup, Wash.; John P. McDonald, conductor, Grand Forks, N. D.; Ernest E. Pike, division storekeeper, Minneapolis, Minn.

Members reported pensioned during December, 1954, are: Floyd Adams, track watchman, Newport, Wash.; Emery A. Broten, diesel locomotive supervisor, Whitefish, Mont.; Harry C. Butters, engineer, Superior, Wis.; Henry S. Conroy, general yardmaster, Superior, Wis.; Fred J. Cummins, car distributor, Minot, N. D.; Leonard W. Conrad, blacksmith, St. Paul, Minn.; Howard M. Goering, assistant chief engineer, Seattle, Wash.; Peter J. Gerk, engineer, Minneapolis, Minn.; Lee P. Heath, boilermaker, Minot, N. D.; Anthony A. Janey, car

repairer, St. Cloud, Minn.; Joseph F. G. Krinbring, dispatcher, Spokane, Wash.; Leonard Knight, engineer, Glasgow, Mont.; Martin Overby, section foreman, Chetek, Wis.; Clair H. Reed, engineer, Breckenridge, Minn.; Otto W. Rasmussen, car foreman, Minneapolis, Minn.; Harold I. Skinner, section foreman, Hinckley, Minn.; Harold A. Weaver, ticket clerk & operator, Devils Lake, N. D.

* * *

George W. Miller, assistant superintendent of Glacier National Park, has been appointed superintendent of Big Bend National Park in Texas. He succeeds L. A. Garrison, transferred to Washington, D. C., to head the National Park Service conservation program.

* * *

Claude E. Wakefield, Jr., has been appointed Alaska Steamship Company assistant agent at Valdez, Alaska.

* * *

Retirement and unemployment insurance taxes paid by the railroads in 1954 took 2.7 per cent of their total operating revenues. Comparable taxes paid by all manufacturing industries as employers averaged about 0.7 per cent of their revenues.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

1955



1956

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GREAT NORTHERN RAILWAY

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OLD GLORY



LET US HAVE PEACE

1861-1865

The Great Northern
GOAT

FEBRUARY 1955

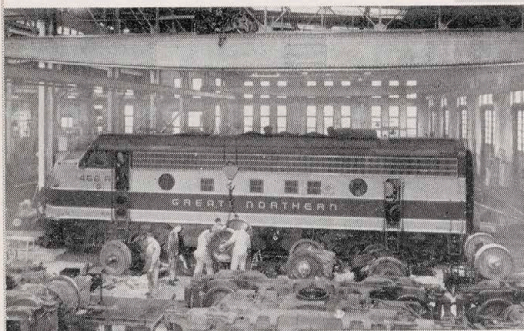


GN Diesel Shops

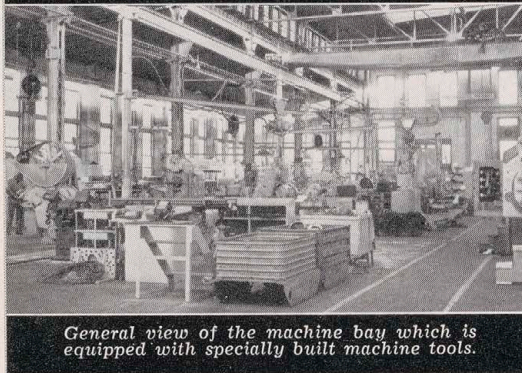
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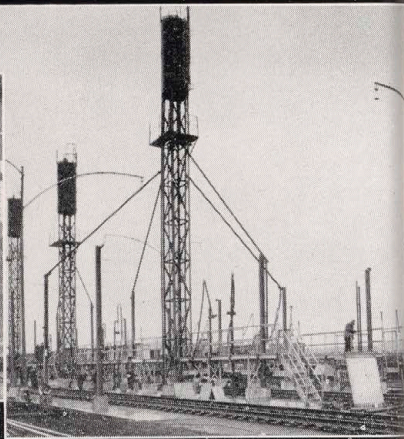
Five, 185-foot "pits" are provided for diesel locomotive overhaul work.



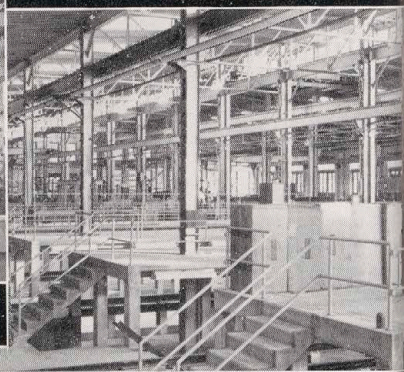
Replacing trucks is one of many jobs undertaken at GN's remodeled Hillyard shops.



General view of the machine bay which is equipped with specially built machine tools.



Towers north of shops supply sand to diesels. Locomotives also take on water and oil here.



Men can work at three levels. Concrete platform forms are at floor level of locomotive "engine rooms."

Spokane Daily Chronicle photos.

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Hillyard Modernization Completed

Opening of Great Northern Railway's largest diesel shop west of the Rocky Mountains late in 1954 touched off a two-day community celebration at Spokane, Washington.

Sponsoring the event, which included a business men's luncheon, formal dedication program and open house at the shop, was the Hillyard Commercial Club. More than 14,000 visitors toured the new facilities and other points of interest in the shop area during the two days.

Great Northern Railway has played a colorful role in the history of the once-independent town of Hillyard, now a part of Spokane. It has been the community's principal industry since 1892, when James J. Hill built into Spokane and established his shops and yard. The town was platted almost simultaneously and named in honor of the "Empire Builder."

The new Hillyard diesel shop, part of a \$675,000 modernization program there, rose almost literally from the dust of the steam locomotive shop which was constructed in 1912 and made railroad history in 1927-30. Here were built Great Northern's famous R-1 and R-2 Mallets, first locomotives constructed west of the Mississippi and at the time the largest steam engines in the world.

The locomotive construction period ended with the R-2, but the shops continued to hum as a major overhaul and rebuilding facility through World War II, when the performance of the steam locomotive was a decisive factor in the tremendous record of service achieved by American railroads.

With the advent of the diesel "revolution" in the mid-40's it looked as if Hillyard's long period of usefulness as a ranking locomotive center might be drawing to a close. However, as dieselization of the railway

progressed, additional facilities for heavy overhaul were required at a westerly point. Early in 1954, announcement came that contracts had been let and that work was to proceed immediately which would give Spokane the railway's largest and most complete diesel locomotive and overhaul facilities west of the Rockies.

In a highly interesting utilization of an old building, everything except the outer shell is new. Replacing the old steam locomotive pits are four depressed tracks of 155-pound rail, carried above floor level on pedestals and served by raised concrete and steel platforms, facilitating work at three levels. Another three tracks lead to a 16-foot pit where a 100-ton drop table permits replacement of diesel locomotive trucks in two hours or less.

Also included in the completely renovated 40,000-square-foot area are lunch room, locker room, shower and toilet facilities for shop men and an office for the assistant shop superintendent.

Fluorescent illumination is used abundantly throughout the shop area except in the large overhead fixtures, which are a combination of mercury vapor and incandescent. Also contributing to more pleasant working conditions are ventilating ducts under the platforms, assuring a constant supply of fresh air.

Adjacent to the diesel shop, and under the same roof, is the machine shop, where modern equipment has kept pace with the transition from steam to diesel-electric operation.

Great Northern is now completely dieselized west of Minot, North Dakota, with heavy maintenance and overhaul facilities for its western lines at both Havre, Montana, and Hillyard.

Three

PROGRESS IS A GREAT NORTHERN HABIT

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The Great Northern



VOL. 25 February, 1955 No. 2

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



Civil War
Memorial in
Lincoln Park,
Long Beach,
California.

Photo by Ward
Linton from
Don Knight
Photo Agency.

Four

Your Railroads

Farmer, business man, engineer. Soldier, statesman, President of the United States. George Washington's achievements and interests were immense and diversified. Not the least of these interests was transportation, for Washington, perhaps the number one American tourist of his day, had a keen insight into the role transportation would have to play if America were to achieve her destiny as one of the great powers of the earth.

He saw that unless a way were found to overcome the enormous labor and tremendous cost of moving goods by the muscles of men and animals, our settlements would never stray far from water, and our production and consumption would be restricted to articles of subsistence and local origin.

Unfortunately, the Father of Our Country did not live to see the solution to the problem. That came some 30 years later, when the railroads succeeded in applying mechanical power to land transportation.

And then, Washington would have been amazed at the speed with which America expanded. In the track of the "iron horse" agriculture flourished with ever-widening markets for its produce. Industry developed as raw materials were easily carried where they were needed, and finished goods were made readily available at prices people could afford.

Today, a century later, America's railroads are still growing in strength, setting new records for efficiency in their service. For there is nothing in existence and nothing in sight which can take the place of the train of cars on tracks, ready to haul anything, in any quantity, over any distance, between all sections of the country, and in all seasons of the year.

THE STREAMLINED EMPIRE BUILDER

Travel by train in comfort and safety,
then rent a car. It's time saving,
thrifty and convenient—you
arrive refreshed.



In British Columbia, Hertz cars can
be rented in Vancouver and in
Victoria on Vancouver Island.

Travel by Train—Rent a Car

Nearly a million smart travelers in 1954 combined a relaxing train trip with the convenience of a rented car to drive as their own at journey's end or at stopover points. This is the practical answer to the expression of automobilists who, after driving their own cars cross-country have remarked, "Never again!"

This modern way to avoid the fatigue of long distance over-the-road driving on jammed highways is expected to be even more popular in 1955, one of the reasons being that the train-auto plan eliminates the dependence upon public transportation for local travel.

Business travelers and vacationers are finding it much more convenient, time-saving and thrifty to rely on the nationwide Hertz Rent-A-Car Service. They go by train in com-

fortable coach or Pullman accommodations and arrive at their destination refreshed and ready to go, assured there will be a new car to drive as their own.

The rail-auto plan ties in perfectly with the money-saving family plan rail fare, as Hertz Rent-A-Car rates are the same for five persons as for one. They average \$6.50 a day plus eight cents a mile, including gasoline, oil and insurance.

Hertz Rent-A-Car System facilities are convenient to railroad terminals in nearly every city and vacation spot, including many cities and towns served by Great Northern Railway. Travelers can reserve a car through the ticket agent when they make train reservations or purchase tickets. Any Hertz office will reserve a car for use in another city.

Five

THE STREAMLINED WESTERN STAR

Aboard the Empire Builder



Mr. Clem Johnston, U. S. Chamber of Commerce president, at dinner on the streamlined Empire Builder.
Bud Daley photo.

Mr. Clem Johnston of Roanoke, Virginia, president of the United States Chamber of Commerce, was a passenger aboard Great Northern Railway's Empire Builder, leaving Chicago on January 9.

Mr. Johnston, who represents over a million business men comprising 2,700 local Chambers throughout the United States, traveled west on the streamliner to speaking engagements in Great Falls and Butte, Montana, and other western cities.

GN Traffic Reps Meet

A Western region staff meeting brought 40 representatives from Great Northern Railway passenger traffic offices in California, Oregon, Washington, Montana, and British Columbia, to Portland, Oregon, on January 22.

Leading the discussions were P. G. Holmes, passenger traffic manager, and S. M. Farrell, general passenger agent, both of St. Paul, and N. D. Keller, Western general passenger agent, of Seattle.

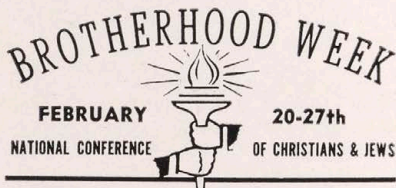
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Brotherhood Week

Through observance of Brotherhood Week, this year February 20-27, and by a year around educational program, the National Conference of Christians and Jews seeks "to promote justice, amity, understanding and cooperation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate inter-group prejudices which disfigure and destroy religious, business, social and political relations, with a view to establishment of a social order in which the religious ideals of brotherhood and justice shall become standards of human relationships."

The Conference believes that brotherhood is giving to others the same dignity and rights one claims for himself; that brotherhood can be made a normal and natural part of everyday living; that brotherhood can be achieved without seeking a union of religious bodies and without weakening the loyalties or modifying the distinctive beliefs of any creed.

The National Conference of Christians and Jews, with headquarters at 381 Fourth Avenue, New York 16, N. Y., is supported entirely by voluntary contributions from individuals and organizations.



Dates for the 22nd Puyallup Valley Daffodil Festival in Washington State, are April 11 through 17, with the cities of Tacoma, Puyallup, Sumner and Orting, participating.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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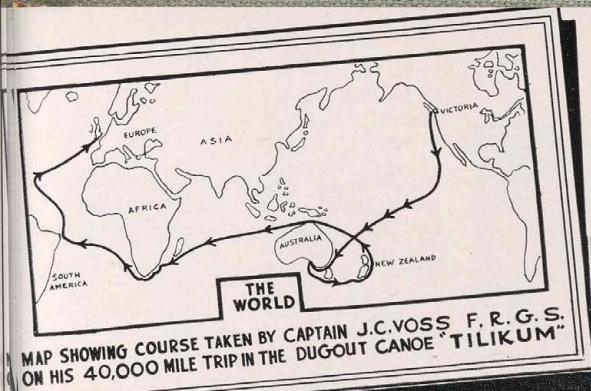
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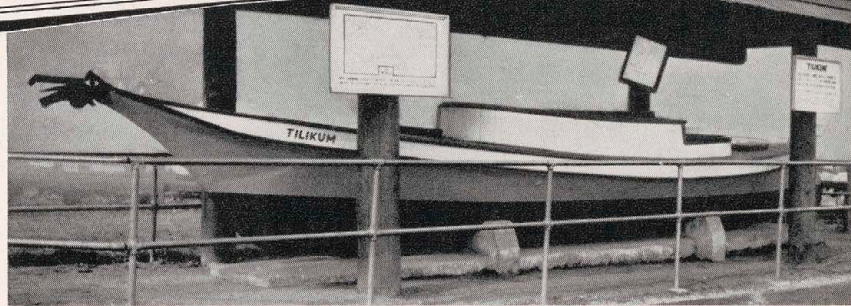
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The amazing Tilikum, only dugout canoe ever to circumnavigate the globe. B.C. Travel Bureau photo.



The Extraordinary Voyage of the Tilikum

In Victoria, capital city of British Columbia, Canada, situated on the extreme southern tip of Vancouver Island, is preserved an excellent specimen of the hand-hewn dugout canoes which until quite recently were in common use by Indians of the coastal tribes. They may still be seen in remoter parts of British Columbia's coastal waters, although most Indians have gone modern and have abandoned the paddle for gasoline. Named the "Tilikum," an amazing story attaches to the tiny vessel, her overall length 38 feet, her beam 5 feet, 8 inches, and her sole motive power three small sails.

On May 27, 1901, Captain J. C. Voss, with Norman Luxton as Mate and sole companion, put out from Victoria on the first leg of a 40,000-

mile voyage on which he completely circumnavigated the globe.

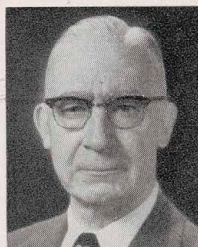
First port of call out of Victoria was Penrhyn Island, well below the Equator, after 58 days at sea. From there a run of 200 miles brought him to Manakiki, and 300 miles to Danger Island. Thence to Apia, Samoa, and from there to the Fiji Islands where, at Suva, Luxton left the "ship". A Tasmanian was engaged as mate, to be washed overboard and lost two days later, and with him the compass. From there Voss proceeded alone to Sydney, Melbourne and Adelaide, where he shipped Mate No. 3. Sailing on to Tasmania and New Zealand, he touched briefly at the New Hebrides, then set off across the Sea of Ara-

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Appointments



Lonsdale



McIlveen

Harry R. Lonsdale, Great Northern Railway city freight agent in Vancouver, British Columbia, has been appointed commercial agent there. New city freight agent is John A. McIlveen, chief clerk in the Vancouver Freight Traffic office.

A 43-year Great Northern veteran, Lonsdale began his career in the railway's operating department at New Westminster, B. C. He became Vancouver city freight agent in 1927.

McIlveen joined the railway as a stenographer in the Vancouver office in 1952 and became chief clerk a year later.

TILIKUM—concluded

fura to Thursday Island, and thence across the Indian Ocean to Rodriguez Island.

Some time was spent in South Africa, where the Tilikum actually was carried inland and displayed at Johannesburg and Pretoria. Rounding the Cape of Good Hope, Voss took a long slant by way of St. Helena to Pernambuco, Brazil, where he took on his sixth Mate, and set sail upon the final stretch of his voyage. His new mate was unaccustomed to the sea and for days was violently ill. On recovering, his appetite was so enormous that Voss had to alter course for the Azores to replenish supplies. From there he proceeded

Eight

to Margate, England, concluding this epic of the sea on September 2, 1904, three months and 12 days out from his home port.

For years the little Tilikum was lost to sight until discovered high and dry on a mudflat in the River Thames, after a long search instituted by the Victoria and Island Publicity Bureau. The Bureau arranged and bore the cost of her shipment to Victoria, where she was installed in her final resting place in July, 1930.

Except for minor repairs, the Tilikum as seen today is the identical Tilikum whose astounding voyage is here summarized.

New Liners for Pacific Trade

Oceanic Steamship Company, principal American-flag carrier in the Pacific Coast-Australian New Zealand trade since 1885, will re-establish passenger service with two new one-class liners of special design, according to the parent Matson Navigation Company.

The twin 20-knot, 360-passenger vessels will be ready for their maiden voyages in mid-1956 if the \$40,000,000 ship program is approved by the Federal Maritime Board. The new service will strengthen commercial and social ties between the United States and the Pacific communities.

First post-war liners designed for a Pacific service, the ships measure 563 feet in over-all length, have a 76 foot beam and are of 14,000 gross tons. They will cruise to Sydney in 17½ days from California, via Honolulu, Pago Pago, Suva and Wellington.

The famed liners Mariposa and Monterey served the route before the war. Postwar service has been maintained with four C-2 class freighters. San Francisco will be home port for the new ships.

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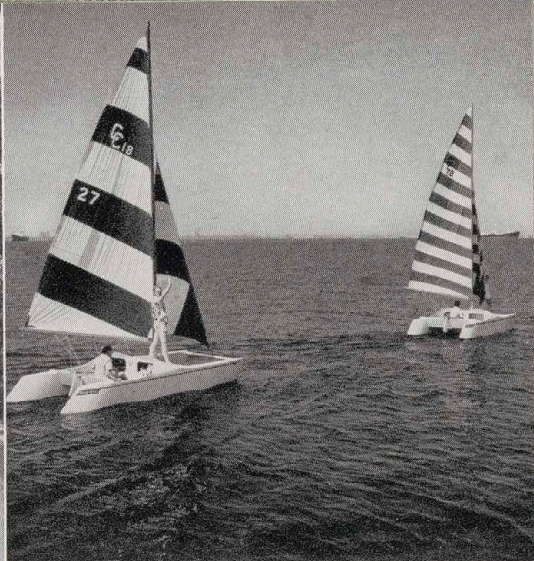
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Catamarans with bright striped
sails dot the waters of Los Angeles-
Long Beach Harbor.

Palm Canyon near Palm Springs is
filled with a lush forest of
ancient palms.

Winter Activity in Southern California

February and early March, the "dead of winter" in most of the nation, are alive with outdoor activity and gay with exotic flowers in Southern California.

Camels race at Indio; horses run at Santa Anita; speedboats roar past on the Salton Sea, and sailboats compete in graceful regattas at San Diego, Newport-Balboa and Santa Barbara. The nation's best golfers meet in winter tournaments in Los Angeles, San Diego and Palm Springs.

In the Coachella Valley at Indio, only place in the Western Hemisphere where dates are grown commercially, the annual Riverside County Fair and National Date Festival is held each February. Residents dress like Arabs, stage an Arabian Nights pageant and conduct camel races instead of horse races.

Any visitor can become a rock-hound or desert rat, poking around in abandoned gold mines or old ghost towns. Calico probably is the most famous mining town in the desert area. Abandoned more than 50 years ago after yielding \$80,000,000 in silver, Calico was recently purchased completely by Walter Knott, of Knott's Berry Farm fame. Half a million dollars has been allocated to restore the ghost town to its original state.

Farther south is the strange Salton Sea, an orphaned ocean 214 feet below sea level. Buoyant because of its high salt content, this vast inland sea is ideal for speedboat races and water skiing during winter.

At many famous desert resort centers like Twentynine Palms,

(Concluded on page 10)

Nine

THE STREAMLINED RED RIVER

CALIFORNIA—concluded

Desert Center, Lucerne Valley and Palm Springs, there is swimming, while at Blythe on the Colorado River, there is no closed season for fishing.

Holtville, in the heart of Imperial Valley's vast winter vegetable garden, celebrates the lush crop growing on what was once desert wasteland, with the eighth annual Carrot Festival.

Palm Springs sponsors its annual Invitational Golf Tournament at fashionable Thunderbird Golf Course. Other notable winter tours include the Los Angeles Open and the San Diego Open.

Mountains are alive with winter sports. Topped by Mounts San Geronimo and San Jacinto, the San Bernardino Mountains offer many modern ski centers with lifts and shelters. Less than an hour away, the valleys below are full of the sweet perfume of orange blossoms, and gay with the green of winter and the bright colors of such exotic flowers as camellias, azaleas, hibiscus, rhododendrons and poinsettias, all in peak bloom.

Thoroughbreds race five days a week through March 5 at Santa Anita, near Los Angeles. Southern California's 200 miles of Pacific Ocean shoreline feature weekend regattas, deep sea fishing and complete freedom for amateur beachcombers looking for starfish, sea-shells or moonstones.

At Santa Catalina, the subtropical island paradise 22 miles offshore from Los Angeles, it is "springtime" in the undersea gardens. Brilliant forests of sea vegetation sprout new growth to make a fascinating background for giant goldfish clearly visible from glass-bottom boats putting out from Avalon.

Ten

Help Your Heart Fund

To intensify the fight against heart and blood-vessel diseases which cause more than 52 per cent of all deaths in the United States each year, the American Heart Association is conducting its 1955 Heart Fund campaign throughout the month of February.

Funds raised through the 1955 Heart Fund will harness scientific skills and bring closer the eventual control and cure of diseases which affect the hearts and blood-vessels of 10 million Americans, nearly 800,000 of whom died of these diseases last year.

The American Heart Association supports a three-pronged program covering research, professional and public education and community heart activities which help heart sufferers to continue as useful citizens and bring the latest knowledge regarding prevention to the public at large.

With the slogan, "Help Your Heart Fund—Help Your Heart", the drive is expected to attain its climax on Heart Sunday, February 20. On that day, thousands of volunteer workers in communities across the nation will tour their neighborhoods making door-to-door collections.

Contributions also may be sent directly to the local Heart Association or to HEART, care of your local Post Office.

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Feb. 20

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Dolls of Pacific-Asian nations, a few among many displayed at last year's International Trade Fair. Girls are Seattle fourth-graders.

Washington State International Trade Fair

The greatest exhibition of Pacific-Asian handicrafts ever presented in the United States will be shown at the Washington State International Trade Fair in Seattle, March 11 through 25, 1955.

Space reservations indicate that this year's Fair will be representative of more exhibiting nations than any other in the four-year history of the Seattle exposition. Reservations from buyers also indicate a record attendance.

The International Trade Fair grew out of a visit by Seattle businessmen to Japan, with the first Fair held in 1951. It has developed steadily and this year, most of some 40 nations in the Far East, Pacific-Asia and the Western nations of

Central and South America are expected to have exhibits at the Fourth Fair. Thousands of buyers from throughout the United States and Canada, representing the continent's leading department stores, gift shops, and other stores are expected to attend. In addition, some 30 of the nation's leading importers also will have exhibits.

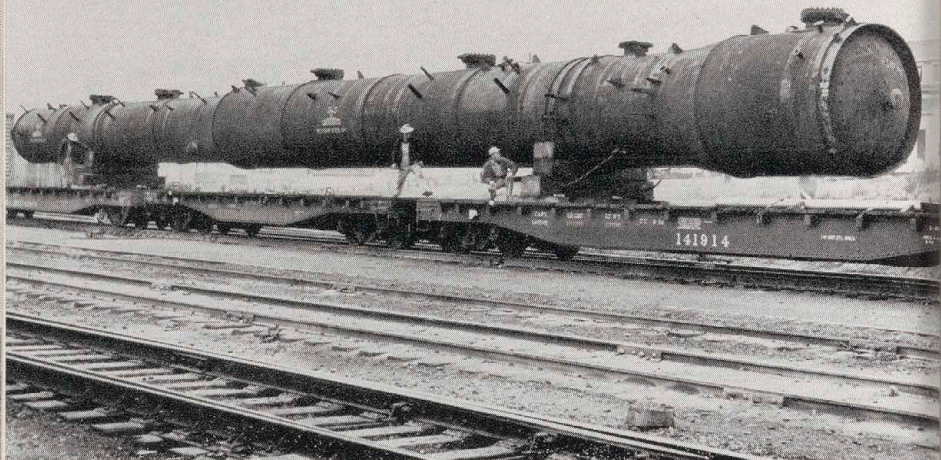
This year, for the first time, several nations will send exhibits to the Fair which never have shown their merchandise there before. Among these are the Republic of China, which will display many native handicrafts from Formosa, and Laos, which has unusual items to show.

Exhibits at the Fair consist chiefly

(Concluded on page 14)

Eleven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Moving slowly, a 77-ton distilling unit is shown aboard three flat cars as it passed through Seattle en route to the new Shell refinery near Anacortes. Forde photo.

Great Northern Handles Extraordinary Load

One of the longest and most ticklish loads ever to move over the Great Northern Railway was a 118-foot, 6-inch crude oil distilling unit, handled between Seattle and the big Shell Oil refinery under construction near Anacortes, Washington.

The 77-ton tower tank was suspended on two 54-foot flat cars with a 40-foot "idler" car in between, enabling the load to pivot on curves. Special safety precautions limited the movement of the unit to daylight

hours only. It also was restricted from meeting other trains on double track between stations.

Fabricated by the Consolidated Western Steel Division of United States Steel, the mammoth tank was shipped from San Francisco by the Bechtel Corporation, which is building the Anacortes plant for Shell Oil. The site is served by a spur from Great Northern's Burlington-Anacortes branch line.

Whitefish-Kalispell Bus Schedules

Great Northern Railway daily motor bus service between Whitefish

and Kalispell, Montana, now operates on the following schedule:

Lv. Kalispell	5:50 AM	9:50 AM	1:35 PM	3:25 PM	5:10 PM
Ar. Whitefish	6:20 AM	10:20 AM	2:05 PM	3:50 PM	5:40 PM
Lv. Whitefish	6:40 AM	10:50 AM	2:50 PM	4:00 PM	6:05 PM
Ar. Kalispell	7:10 AM	11:20 AM	3:15 PM	4:30 PM	6:35 PM

Twelve

PROGRESS IS A GREAT NORTHERN HABIT

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Goat Gaieties



Relatively Safe

While a farm girl was milking a cow, a bull tore across the pasture toward her. The rural miss didn't stir, but calmly continued with her milking. A stranger, who had run to safety, saw to his amazement that the bull stopped dead within a few yards of the milkmaid, turned around and walked sadly away.

"How come you weren't afraid?" he asked her.

"No reason to be," said the girl. "I happen to know this cow is his mother-in-law."

* * *

Words of Wisdom

A man, after admiring a new-model car in the window of a downtown automobile concern, went inside and bought the car.

"Would you like to take it with you now?" the salesman beamed at him.

"No," murmured the man reflectively. "I think I'll just let it stay where it is. I'll never find another parking place this good."

* * *

Mistaken Identity

A Brooklyn barkeep had a pet parrot. One evening a drunk spotted it, climbed atop a stool and tried to catch it. "Scram, ya joik!" shrieked the outraged parrot. "What's the big idea?" The drunk looked surprised, tipped his hat and mumbled, "I'm sorry, mister. I thought you was a boid."

Three Times and Out

A minister met an unregenerate acquaintance on the street and inquired during their brief conversation, "Just what do you have against coming to church?" "Plenty!!!" snarled the sinner. "The first time I went, they threw water in my face and the second time they tied me to a woman I've had to support ever since." . . . "I see," said the minister quietly. "And the next time you go, they'll throw dirt on you."

* * *

Long Range Problem

Grandma was giving the recent bride a heart to heart talk.

"Child, I hope your lot's goin' t' be easier than mine," she said. "All my wedded days I've carried two burdens—pa and the fire. Every time I've turned to look at one, the other has gone out."

* * *

Sounds Reasonable

"And in conclusion, my dear students, I shall give you a demonstration of the evils of the Demon, Rum. I have here two glasses, one filled with water, the other with whiskey. I will now place a worm in each glass. Notice how the worm in the water squirms and vibrates with the very spark of life, while the worm in the whiskey writhes in agony, curls up and dies. Now, young man, what is the moral of this story?"

Young man: "If you don't want worms, drink whiskey."

Thirteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Nelson Appointed



Nelson

New member of Great Northern Railway's Agricultural Development Department staff is Ralph E. Nelson, appointed assistant development agent effective January 1.

Nelson received bachelor and master degrees from the University of Minnesota, and for two years was county agricultural agent in Watonwan County, Minnesota, headquartering at St. James.

For the railway, his territory will include parts of Minnesota, South Dakota and Iowa. His headquarters will be in St. Paul.

TRADE FAIR—concluded

of high-quality handicraft articles, mainly non-competitive with American production and labor.

While the Fair is primarily a market place for buyers and sellers, it will be open to the public from the opening night, March 11, through that week-end, and each night of the following week. Beginning Friday, March 19, it will be open to the public both days and evenings through the closing date of March 25. It will be reserved for buyers and sellers only in the daytime March 14-18.

Sponsors of the Seattle Trade Fair include not only the State of Washington, but also the Port of Seattle and a large number of the most important business firms of the Pacific Northwest, for which Seattle is the main port. The fastest-growing area of the entire United States, the Pacific Northwest by itself comprises a very rich and extensive market for

merchandise from all the nations of the Pacific. The area also is the "golden door" to the rest of the North American continent for those Pacific and Far Eastern nations who wish to sell goods in a market which can absorb far more than ever has been offered.

AAR Election

Eight chief executive officers of Western railways, seven from the Eastern district, and five from Southern lines comprise the Board of Directors of the Association of American Railroads as the result of elections held recently at the organization's annual meeting.

William T. Faricy, re-elected president of the AAR, serves also as a member and chairman (ex officio) of the Board.

Directors named from the Western district are John M. Budd, of St. Paul, president, Great Northern Railway; J. D. Farrington, of Chicago, president, Chicago, Rock Island and Pacific Lines; F. G. Gurley, of Chicago, president and chairman, executive committee, Atchison, Topeka & Santa Fe Railway; Clark Hungerford, of St. Louis, president, St. Louis-San Francisco Railway; J. P. Kiley, Chicago, president, Chicago, Milwaukee, St. Paul & Pacific Railroad; P. J. Neff, St. Louis, chief executive officer, Missouri Pacific Lines; D. J. Russell, San Francisco, president, Southern Pacific Company, and A. E. Stoddard, Omaha, president, Union Pacific Railroad.

The Junior National Ski Championships will be held at The Big Mountain, Whitefish, Montana, Friday, Saturday and Sunday, March 4, 5 and 6, 1955.

Incorrect information received earlier and published in the January Goat indicated dates would be March 3, 4 and 5.

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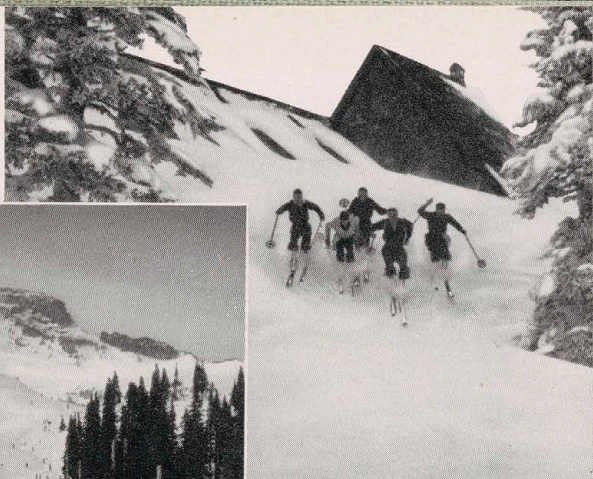
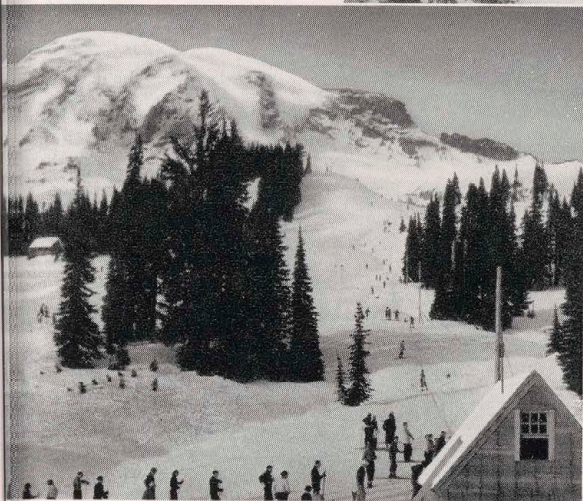
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Skiers line up at one of the
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Paradise area of Mount
Rainier National Park.



Deep winter snows permit
these skiers to start their
run from the roof of pic-
turesque Paradise Inn.

Mount Rainier Improvement Program

A comprehensive program for the development of facilities to permit fuller public enjoyment of the winter beauty and recreational opportunities in Mount Rainier National Park in Washington, has been announced by Secretary of the Interior Douglas McKay.

The two-part program includes those projects which have been accomplished or are actually in progress, and those which require further engineering data and allocation of funds before they can be undertaken.

After a lapse of several years, the road to Paradise Valley is being kept open throughout the winter. At Paradise, ski tows have been installed by the park concessioner. The

park concessioner is operating in Paradise Lodge a ski shop, first-aid room, warming facilities and food service.

The Cayuse Pass-Tipsoo Lake ski area on the east side of the park has been reopened, and work on the Stevens Canyon road is being pushed to completion. Barring unforeseen difficulties, this road will be open for public use for the 1957 summer season.

Projects that require further engineering study and funds before they can be undertaken include a new section of road between Marmot Point and the Barn Flat area of Paradise Valley. This would bypass avalanche hazards and make it pos-

(Concluded on page 16)

Fifteen

THE STREAMLINED EMPIRE BUILDER

Homeward Bound via GN



German exchange team members prepare to board GN's International at Everett. Everett Herald photo.

After spending several days in Pacific Northwest cities studying the American way of life, seven members of an exchange team from Stade, Germany, recently boarded Great Northern Railway's streamlined International at Everett, Washington, for the first leg of their homeward bound journey.

On their tour of the City of Everett, the group visited various local industries, attended club meetings and participated in many other activities. Shown above, they are, left to right, H. J. van Brandis; Martin Boyken; Hans Grund; Hildegard Schneiderreit; Heinrich Quell; Freidrich Gronemann and Ebehard Zimmerman.

MOUNT RAINIER—concluded

sible to expand the ski area and lengthen the ski runs in the vicinity of Paradise Lodge and Inn.

Detailed studies of lift and tow facilities for the Marmot Point-Barn Flat area indicate that the new development will provide slopes equipped with rope tows for beginners and ski schools; intermediate slope

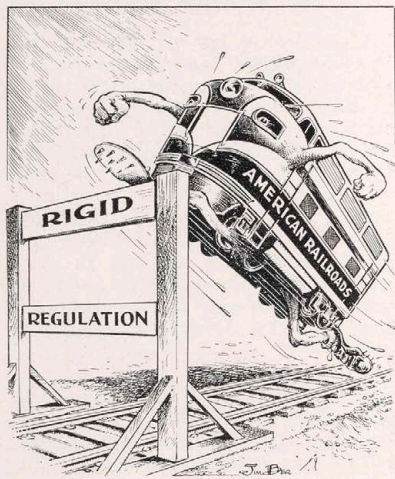
with tandem rope tow or platter pull two to three thousand feet long; and an advanced slope with several alternate ski runs, served by a T-bar lift from three to five thousand feet in length. These will be installed by concessioners and will be so designed and constructed that they will not be obtrusive to the beauty of the area in winter or summer.

Plans and estimates will be prepared for the reconditioning of Paradise Inn, development of other facilities in the area, and to expand and improve warming house facilities and other services at Paradise Lodge to meet future winter use demands.

Further study of possible public use area and facilities has been ordered for the north and east sides of the park, especially in the vicinity of Sunrise.

Completion of this program developed by the National Park Service will be a major step toward providing for fuller all-year public enjoyment of the natural wonders of Mount Rainier National Park.

HIGH HURDLE...



Sixteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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EIGHT



The George M. Humphrey, largest freighter ever built on fresh water.

New Vessel Carries Record Ore Cargo

Although the 1954 iron ore shipping season produced no records for overall tonnage moved on the Great Lakes, the newest ship in such service set a new iron ore cargo record when it loaded 21,762 tons at Great Northern Railway's Allouez, Wisconsin, docks, October 14, on its maiden trip. Then on a subsequent trip, the Humphrey loaded 22,379 tons.

The Humphrey, which has the largest capacity of any vessel in the Lake Superior fleet is owned by the National Steel Company and is operated by the M. A. Hanna Company. Built at the Lorain, Ohio, yard of the American Shipbuilding Company, she is 710 feet long and has a breadth of 75 feet. She incorporates a num-

ber of features that are unique to Great Lakes shipping, probably the most noticeable, other than her great length is the size and spacing of the hatches.

The ship's hatches are 17 by 48 feet in contrast to the usual 11 by 48 feet on most of the newer ships. Principal objective of the wider hatches is to facilitate unloading at lower lake ports.

The main engine of the steamer is an 8,500 shaft horsepower cross compound double reduction gear steam turbine. Steam is applied at 460 pounds pressure and 750 degrees temperature by two oil-fired boilers. Approximate speed of the ship when loaded is 16.5 miles per hour.

Seventeen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Boy Scout Anniversary



Happy Birthday to the Boy Scouts, this month 45 years old. Organized February 8, 1910, the Boy Scouts of America has written a magnificent record on the pages of our nation's history. In these 45 years, close to 23 million boys and leaders have played the great game of Scouting with its outdoor living, its multitude of interests, and its philosophy of patriotism, citizenship, faith and resourcefulness.

Learning Scouting skills, following its physical, mental and moral code, these Scouts and Scouters have grown in stature and play an important part in our nation.

Their service to their communities and their country range from war-time scrap collections, bond and stamp sales, to local clean-up campaigns, from get-out-the-vote drives to their current nation-wide conservation projects.

Because of their training, resourcefulness and courage, they are indispensable in emergencies and disasters and a valuable part of our day-to-day living.

We are proud of the Boy Scouts of America and its members.

Eighteen

Overseas Railroad Men To Study U. S. Methods

Nearly 100 transportation officials from eight countries will visit the United States during 1955 under a continuing government program of giving foreign railroad men opportunity to study the facilities and operating methods of American railroads.

The latest group to come to America for special railroad training includes 10 members of a 50-man Turkish railroad mission. They will be followed by another team from Turkey in early 1955.

Tentatively scheduled to come to the United States early this year is a team of six officers of the Spanish National Railway. They will be followed later by 18 railroad technicians from Spain. Other countries which will send railroad men this year include Brazil, Columbia, Mexico, Israel, India, Thailand and Indonesia.

The first mission to take advantage of the railroad technical assistance program set up originally by the Economic Cooperation Administration, predecessor of the Foreign Operations Administration, included 71 railroad representatives from Belgium, Denmark, France Germany, Greece, Italy, Netherlands, Norway, Portugal, Sweden, Turkey and the United Kingdom. Other countries that have sent missions here include Austria, Yugoslavia, China (Formosa), Thailand and Indonesia.

In addition to cooperating in the FOA technical assistance program at home, American railroads have sent approximately 40 of their top officers abroad at one time or another to provide foreign countries with direct aid in rehabilitating their railroads.

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Goat Cleanings



Members of the Veterans' Association of Great Northern Railway reported deceased during January, 1955, are: Roy L. Arnold, conductor, Tacoma, Wash.; David M. Brier, traveling freight agent, Duluth, Minn.; Rudolph A. Bentzin, B & B foreman, Wahpeton, N. D.; William L. Cliff, attorney, St. Paul, Minn.; William W. Crawford, engineer, Great Falls, Mont.; Irvin T. Dugan, claim agent, Whitefish, Mont.; Charles Erickson, engineer, Red Wing, Minn.; Richard A. Edblom, locomotive foreman, Barnesville, Minn.; James E. Govett, tool foreman, Spokane, Wash.; Leonard H. Lund, brakeman, Askov, Minn.; Nicholas Oster, engineer, Moscow, Idaho; Louis J. Pilney, clerk, Minneapolis, Minn.; Fred C. Posther, pipe fitter, St. Paul, Minn.; Thomas F. Quealy, chief clerk, Minneapolis, Minn.; J. Bruce Smith, general superintendent of transportation, St. Paul, Minn.; Jesse E. Scovill, conductor, Willmar, Minn.; Neil Scott, conductor, Seattle, Wash.; Oscar Thomas, relief agent, Hillsboro, N. D.; Frank B. Westover, engineer, Superior, Wis.; David S. Williams, engineer, Hillyard, Wash.

Members reported pensioned during January, 1955, are: Henry J. Anderson, carman, Superior, Wis.; Frank Carone, section foreman, Essex, Mont.; David S. Cameron, tie

inspector, Kalispell, Mont.; Malton Cornelius, conductor, St. Paul, Minn.; Harold G. Decker, agent, Whitefish, Mont.; Jason K. Dyer, conductor, Shevlin, Minn.; William F. Gordon, patrolman, Tacoma, Wash.; William E. Hanes, yardmaster, Minneapolis, Minn.; Peter K. Hagen, locomotive carpenter, Kelly Lake, Minn.; John F. Lembcke, blacksmith-welder, St. Cloud, Minn.; Carroll H. Russell, train baggageman, Spokane, Wash.; Kiprian M. Rozawick, upholsterer, St. Paul, Minn.; Alton A. Radley, conductor, Spokane, Wash.; John A. Raitor, agent, Kalispell, Mont.; Regina H. Strunk, calculator operator, St. Paul, Minn.; Clarence O. Torgeson, engineer, Grand Forks, N. D.; Charles L. Taylor, ticket agent, Great Falls, Mont.; Olaf Westman, conductor, Minneapolis, Minn.

* * *

Melville (Jack) McKinstry has been named a vice president and member of the Alaska Steamship Company board of directors. He has been general manager of the Alaska Line since May 1954.

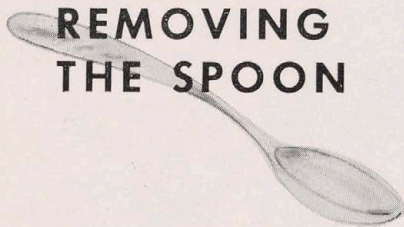
* * *

W. C. Nolting of St. Paul, assistant to the general claim agent and a Great Northern employe for almost 50 years, retired on February 1. He is succeeded by J. W. Linngren.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

REMOVING THE SPOON



When the railroads were first inching their way across the continent they received aid from the Government in the form of land grants and, occasionally, other financing.

► There was a persuasive argument for this. A transcontinental rail system would contribute to the defense of the nation and to the growth of the whole country. Yet the roads were going into wilderness and it would be a long time before the traffic in passengers and freight could be expected alone to pay the cost.

► Today the railroads are unsubsidized. And there is surely no reason for anyone to argue that the cost of rail transportation ought not now to be paid by its users.

► When commercial airplanes first began to wing their way across the continent, the same argument that had been used for the railroads was made for the airlines. Whether or not subsidies were essential, they without doubt sped the development of commercial aviation and the whole aircraft industry and for military reasons, if none other, the investment proved worthwhile.

► But there is certainly nothing persuasive about the argument that air transportation ought to be perpetually subsidized out of the public till. It is one thing to say that you as a taxpayer ought to help launch a vital new industry. It is quite something

else to say you should forever go on paying part of our airline ticket every time we take a trip. That, in effect, is what you have been doing on most airlines.

► Recently the Air Coordinate Committee, in a report approved in principle by President Eisenhower, recognized this when it said: "The goal of federal policies should at this time be directed to the development of economically healthy carriers capable of financing with private resources their own continuing growth."

► Fortunately, this view is shared by many airline officials. One of these, C. R. Smith of American Airlines, thinks the principal trunk line carriers demonstrated their ability to be self-sustaining some years ago and that the goal of unsubsidized operation of these lines only awaits appropriate action. There are others, like Captain Rickenbacker of Eastern Airlines, who seem to feel the same way.

► There may be some difficult cases, such as the overseas airlines which must compete with lines subsidized by other governments. And there may be need, as Mr. Smith thinks, for some consolidation of routes to eliminate uneconomic operations; certainly our airline system has grown in rather haphazard fashion. But self-sustaining operation ought to be the goal and it ought to be sought right now.

► The goal ought to commend itself not only to the tax-paying public and to the Government but also to the airlines themselves. Subsidies are a whimsical business at best, and while they may rescue the inefficient they penalize the efficient and make all the recipients perpetually subject to the vagaries of politics. And a spoon-fed industry is never going to be a healthy industry.

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The Great Northern

GOAT

MARCH 1955

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Queen Mary Carlile of the 1954 Daffodil Festival. Seattle Times photo.



Majestic Mount Rainier towers over part of 30-million daffodils that bloom each spring in the Puyallup Valley.



The Public Service float, traditionally the Queen's Float in the annual three-city Daffodil Festival Parade.

Flower Farming

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Some 200,000 green buds a day are picked and shipped from a single flower farm. Seattle Times photo.

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Flowers are Big Business in the Puyallup Valley

Springtime in the Puget Sound country of the State of Washington, is synonymous with the blooming of countless acres of golden daffodils. The nation's largest daffodil fields are located in the narrow, winding, glacier-fed Puyallup Valley near Tacoma. Puyallup, Sumner and Orting, together with the northern communities of Mt. Vernon, Bellingham, Lynden and Snohomish, produce one-fourth of all the spring bulbs grown annually in the United States.

The area became the nation's largest producer of spring flower bulbs mainly because prohibition did away with the demand for hops formerly grown on many acres in the Puyallup Valley.

In 1923, a representative of the United States Department of Agriculture visited the valley and recognized its soil and mild winter climate as ideal for bulb culture. As a result, bulbs were imported from Holland to start the industry. Among the varieties was the King Alfred daffodil, which became so acclimated to Washington, that bulbs grown here produce larger blooms than those imported from abroad. The bulbs themselves not only average 10 to 20 per cent larger than imports, but they bloom about three weeks earlier than those from Holland, important from a marketing standpoint.

Growing bulbs for shipment to all the 48 states is the primary purpose of the industry; sale of cut flowers is of secondary but growing importance, with over 10 million being shipped out of the county annually. The 1953 crop produced about 20 million bulbs of which 11 million were shipped to jobbers, florists, department stores and other sales outlets. The remainder was kept for growing stock. The popular King Alfred variety requires four to five tons of planting stock for each acre.

A natural outgrowth of the bulb

industry is the annual Daffodil Festival, which originated in 1926 as a method of bringing the flowers to the people, and at the same time stressing the industry's importance to the economy of the area. Today, the Festival is one of the Pacific Northwest's major annual civic celebrations, and is sponsored jointly by the Chambers of Commerce of Tacoma, Puyallup and Sumner, the Northwest Bulb Growers Association and the Town of Orting.

April 11 through 17 are dates for this year's 22nd annual Daffodil Festival, with selection of queen and court and coronation set for the new memorial fieldhouse in Sumner the night of April 11. Until then, the 1954 Queen, Mary Carlile of Sumner, reigns over the festivities. Candidates from Tacoma, Puyallup and Sumner high schools will compete for the honor of being named 1955 queen at the big public affair.

Festival week in "Daffodil Land" is replete with a four day flower show in Tacoma Armory, athletic contests, concerts, bowling tournaments, a five-mile-long marine parade of daffodil decorated yachts of the Tacoma Yacht Club and visiting clubs, a three-city parade of 50 decorated floats through Tacoma, Puyallup and Sumner, community dinners and a score of other public events that make a full week of happy celebrating.

"Golden Future", signifying the rapid growth anticipated for the region and for the entire Pacific Northwest, will be the theme of the 1955 observance. The use of some 5 million fresh daffodils will carry out this theme in store displays, the flower show, coronation, parades and other tie-in activities.

Parade day, with the procession starting in Tacoma and touring nearby Puyallup and Sumner over a 25-mile route, will be April 16.

Three

PROGRESS IS A GREAT NORTHERN HABIT

The Great Northern



VOL. 25

March, 1955

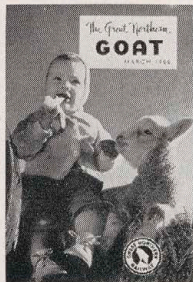
No. 3

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



"All things bright and beautiful, All creatures great and small, All things wise and wonderful, The Lord God made them all."

Bob Taylor
photo.

Four

Your Railroads

To the question, "How many railroads have been built in America in the last 30 years," the answer is, "Practically every one of today's railroads is a new railroad."

In the past 30 years, the railroad industry has invested more than 20 billion dollars of its own money for all kinds of improvements, and almost half of that has been spent since the end of World War II.

Thirty years ago, the diesel-electric locomotive was a dream of the future. Today, there are nearly 23,000 of these powerful and efficient units, and most of these have been placed in service during the last eight years.

During this same short period, more than half a million new, bigger and better freight cars have been installed. These new cars make up about 30 per cent of the present fleet of more than one and three-quarter million freight cars which move the nation's commerce.

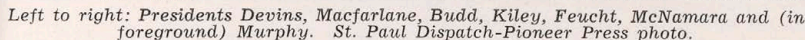
To carry travelers all over the country, the railroads have purchased since the end of World War II about 5,000 new passenger cars to speed you to your destination with unexcelled comfort and safety.

The railroads also have made countless other improvements such as push-button terminal operations; expanded signal installations; centralized traffic control, and wider use of radio. These are but a few of the many new things that have made today's railroads so different from those of 30 years ago—even those of eight years ago.

When you think of all the things the railroads have done and all the changes they have made to provide safer and better transportation, you find that the net result is a new railroad system, one that today is doing the most efficient and most dependable job of transportation ever recorded.

THE STREAMLINED EMPIRE BUILDER

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Newly named members of the Board of Directors include Gilbert B. Malm, purchasing agent, St. Paul Structural Steel Company; George F. Quinlan, general agent freight department, The Milwaukee Road, and Walter Westman, commercial agent, Northern Pacific.

THE STREAMLINED WESTERN STAR

Work to Proceed on GN's Minot Classification Yard

Construction of Great Northern Railway's new freight classification yard at Minot, North Dakota, will start about April 15, or as soon thereafter as weather conditions permit earth-moving operations.

Completion of the \$6,000,000 facility will require an estimated 18 months after work begins.

The yard, completely modern in every respect, will consist of the following principal elements:

Six receiving and departure tracks; 40 classification tracks; a 14-foot hump with one master and four group automatic car retarders; automatic push button switch control equipment operating power switches; eight tracks for coal and grain to be held or inspected; yard office combined with retarder control tower; 102 by 600-foot freight house and transfer platform; car repair facilities, including a 144 by 300-foot car repair shop and tracks for washing out and conditioning freight cars; diesel locomotive servicing facilities; and a communication system which includes two-way radio, paging and talk-back speakers, automatic telephones, teletype, and pneumatic tube.

Located just east of Minot, this new facility will occupy an area of about 470 acres lying north of the present double track main line, from a point 1½ miles east of the Minot city limits and extending easterly to Surrey, N. D.

Construction of the yard will centralize at Minot the classification of through freight trains, both east-bound and westbound, so trains departing from Minot will proceed with cars grouped in blocks and in proper order for distribution at junction points, connections with other railroads, and terminals.

While trains are being classified, the freight forwarder cars from East-

ern points will be placed at the transfer platform where the less-than-carload merchandise will be consolidated or redistributed for shipment to points on lines west of Minot. Then the cars will be placed on a departure track to be forwarded on the first departing train.

Trains arriving from east and west will go into the receiving yard. Immediately after the road locomotive is disconnected and the train inspected, the cars will be pulled back on to the hump tracks by the yard engine. Then, moving over the hump under the control of the automatic switching and retarder system, the cars will be continuously classified into groups in the classification tracks.

By use of a radar type device and automatic weighing equipment, the "rollability" of each car or coupled group of cars will be determined and the retarders will automatically control speed of the cars moving into the classification tracks to insure proper coupling speeds avoiding damage to the high-rated commodities being carried. Upon completion of classification, blocks of cars will be reassembled in the proper order at the east end of the yard and trains made up in the departure tracks.

During the switching operation cars will be repaired, as necessary, at the car repair shop and returned to their proper classification. While trains are being classified, diesel-electric road engines will be serviced and returned to the departure tracks ready to take the trains away as soon as they are assembled.

In addition to repair of cars in through trains, cars will be conditioned for special commodities at the repair facilities.

(Concluded on page 8)

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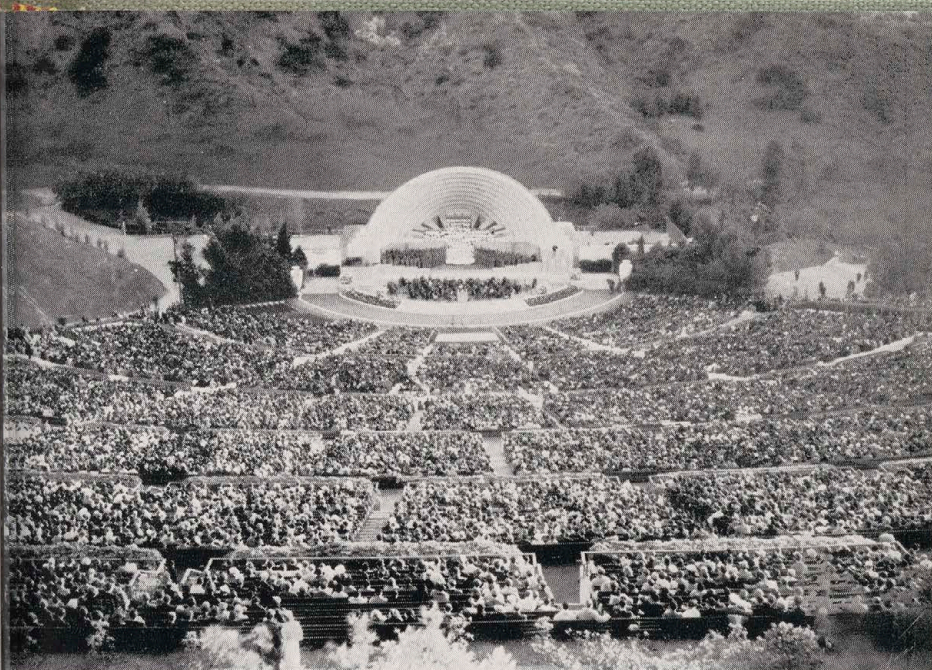
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A 550-member choir forms a living cross at the Easter Sunrise Service in Hollywood Bowl. All Year Club photo.

Southern California Worships Outdoors at Easter

Southern California outdoors is never more inspiring than during an Easter Sunrise Service, and this year hundreds of such devotions will be held at scenic vantage points in this subtropical area.

Most famous is the service in Hollywood Bowl, the great natural amphitheatre set in the Hollywood Hills. Here, a choir of 550 singers forms a "Living Cross," and provides inspirational music. This will be the 35th consecutive Easter Sunrise Service in the bowl.

In Riverside County, where the custom of outdoor sunrise services is said to have been established on Easter in 1909, worship again will be held on beautiful Mount Rubidoux in the City of Riverside. From the summit of the mountain, thousands

of worshippers will greet the sun in a setting of rolling hills and rich valleys covered with flowering orange groves and palms.

Yosemite Valley services do not begin until 9:20 AM, since the high Sierras that ring this beautiful valley cut off the sun's rays until then. Traditional Easter rites are held at peaceful Mirror Lake.

San Diego County offers a variety of scenic sites for Sunrise Services. Largest is the amphitheatre in front of the outdoor pavilion in Balboa Park, which houses the world's largest outdoor organ. Another favorite for Easter worship is the summit of Mount Helix, overlooking El Cajon Valley, a short distance east of the city. Beautiful and fashion-

(Concluded on page 17)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

JOIN + RED CROSS

There was a time when people counted entirely on direct help from their neighbors or close relatives to see them through periods of misfortune. Today life is more complex. Many of us live in the impersonal atmosphere of great cities. Much of our population shifts about the country hardly pausing to put down neighborly roots.

But people have not changed. In time of trouble they need assurance that they are not alone. To help provide this assurance, millions of Americans turn to their Red Cross. Because they join and serve, they are able to extend a friendly hand to those who most need help.

We see that help in the millions of pints of blood freely given through Red Cross for those who would die without it, and for gamma globulin, a blood derivative; in help to servicemen and their families; to patients in military and VA hospitals; to victims of disaster, and in countless other ways.

When the Red Cross answers the call of those in need, Americans keep alive one of our great traditions—friendly, neighborly help to our fellow men.

Eight

MINOT YARD—concluded

Special tracks are to be provided for the handling of Lignite coal from the Minot area.

As Minot is designated as a grain inspection point, capacity will be provided in the yard for holding cars of grain for inspection and determination of destination.

The yard will be flood-lighted to facilitate night operations, and promote safe working conditions.

The yardmaster, located in the tower at the yard office where he can observe operations throughout the facility, will be able to communicate instantly with yard crews via the two-way radio, or with other operating personnel by use of the paging and talk-back system or automatic telephones.

Concentration of these operations at Minot, coupled with use of the most modern switching and communication equipment will contribute greatly to expediting freight service in the Northwest, a railway spokesman said.

Minot was selected as location of the yard because of its strategic position on the Great Northern. Great Northern main lines from Minneapolis and St. Paul on the one hand, and from Duluth-Superior and Grand Forks on the other join just east of Minot. To the west are the junctions to lines through Great Falls to Billings and Butte, making connections with railroads to the south and southwest. Farther west are connections with other lines as well as the Pacific Coast terminals.

Thus cars moving in either direction can be put in proper arrangement for delivery to connecting railroads, or setting out at terminals without requiring further classification of the tracks.



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*Luther College Choir about to board the Empire Builder at Havre, Montana.
Helmbrecht photo.*

College Choir Travels Great Northern

The 60-voice choir of Luther College of Decorah, Iowa, one of the Midwest's finest such musical organizations, was one of many organized groups traveling via Great Northern Railway during the month just past.

Purpose of the trip was a successful western concert tour during which evening concerts were given at various cities along Great Northern including Fergus Falls and Minneapolis, Minnesota; Devils Lake, Grand Forks, Minot and Williston, North Dakota; Havre and Kalispell, Montana; Coeur d'Alene, Idaho; Bremerton, Everett, Seattle and Stanwood, Washington. Travel was aboard the streamliners Empire Builder and Western Star, the Fast Mail, and between Whitefish and

Kalispell, Montana, via Great Northern motor buses.

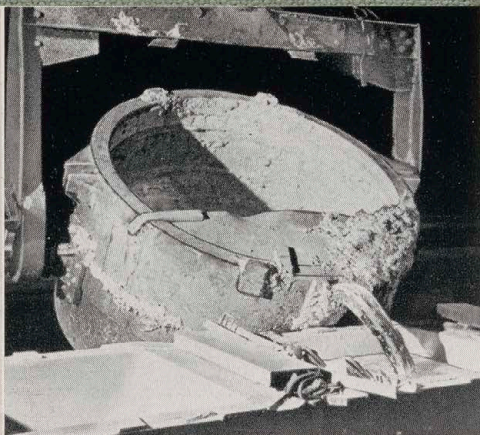
Mr. W. O. Kalsow is business manager of the Luther College Choir. Mr. Curtis Reiso accompanied the group on the tour as acting business manager.

Luther College at Decorah, Iowa, founded in 1861 as a college for men, became coeducational in 1936, amalgamating with the Decorah College for Women. It is governed by the Evangelical Lutheran Church.

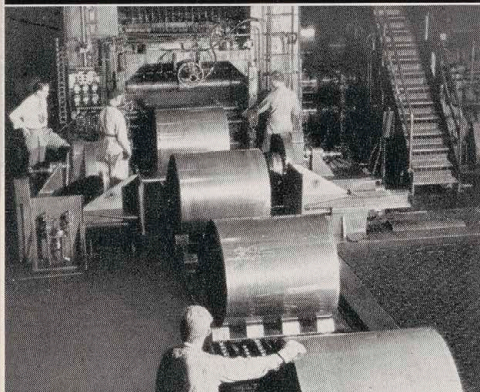
The college's Koren Library contains a notable collection of Norwegian Americana and the Norwegian American Historical Museum, maintained by the college, is devoted to the preservation and culture of Norwegian pioneers in America.

Nine

THE STREAMLINED RED RIVER



Molten aluminum is poured into molds to form pig at Kaiser Aluminum's Mead, Washington, reduction plant.



Cold rolling aluminum sheet at Kaiser's Trentwood mill. The process gives the metal the desired temper and gauge.



Kaiser Aluminum and Chemical Company's huge aluminum reduction plant at Mead, near Spokane, Washington.

Aluminum

In search of new sources of electric power, the aluminum industry moved into the Pacific Northwest in 1940. Prior to that time, all U. S. aluminum smelting plants were located in the East and Midwest.

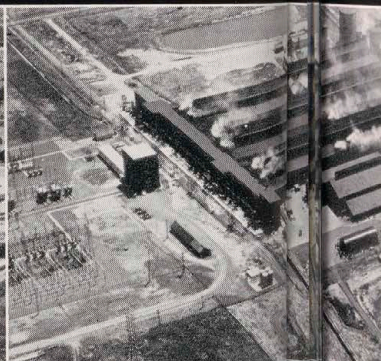
During the ensuing years, the Pacific Northwest's share of aluminum production has rocketed to about 570,000 tons annually, and now accounts for something like 38 per cent of the nation's output.

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Small (52-pound) aluminum pigs are loaded in bundles by fork trucks at Reynolds Metals Company's Longview plant.



Reynolds Metals Company's Longview, Washington, plant, one of the first to be built in the Pacific Northwest.

Aluminum from the Pacific Northwest

sources of aluminum in the Pacific Northwest. At that time, all the aluminum plants west of the Mississippi and Midwest. In the ensuing years, the share of aluminum has rocketed annually, and something like 10% of the output.

The Aluminum Company of America in 1940 built its first western plant on the Columbia River at Vancouver, Washington. With the continued post war growth of the aluminum market, Alcoa once more looked to the Northwest for a site on which to build another smelting plant. Water power again played an important part in the location of the company's Wenatchee Works, located a short distance from the Columbia

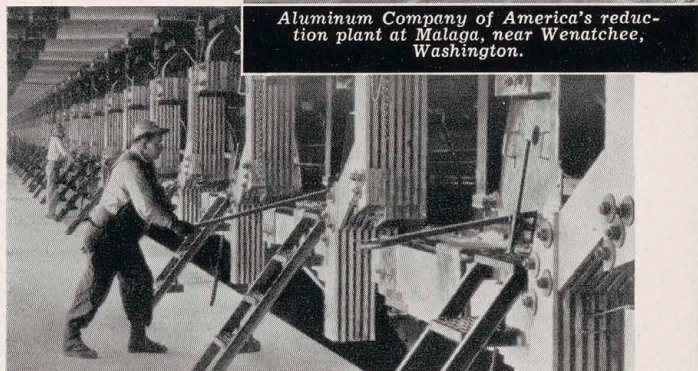
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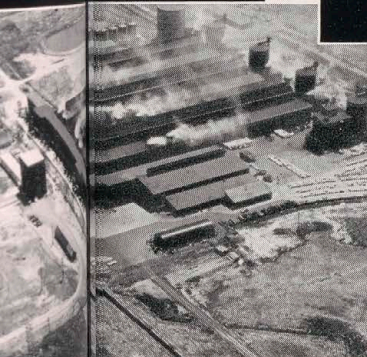
Aluminum Company of America's reduction plant at Malaga, near Wenatchee, Washington.



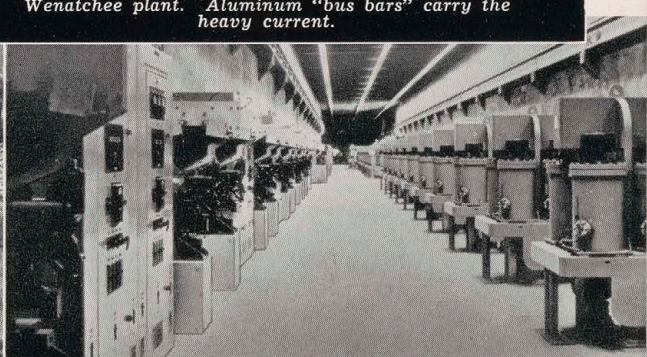
Aluminum products in bundles at Reynolds Company's Longview plant.



Electrolytic cells in operation in pot room of Alcoa's Wenatchee plant. Aluminum "bus bars" carry the heavy current.



Alcoa's Wenatchee smelting works, Washington, plant, one of the first in the Pacific Northwest.



Rectifier station at Alcoa's Wenatchee smelting works. The rectifiers convert alternating current to direct current.

Aboard the Empire Builder



Bud Daley photo.

The publisher of "Seventeen" magazine, Mrs. Enid M. Haupt of New York City, was a recent passenger aboard Great Northern Railway's streamlined Empire Builder, traveling between Chicago and Seattle, Washington.

Mrs. Haupt visited the West Coast for a series of talks with teen-age groups.

ALUMINUM—continued

River's Rock Island Dam, 12 miles from the City of Wenatchee. Capacity of the Wenatchee plant which began producing in 1952, is 150-million pounds per year. Alcoa's wire, rod and cable mill at Vancouver produces a wide variety of fabricated aluminum products including electrical conductors.

Reynolds Metals Company entered the picture in March, 1941, just nine months prior to Pearl Harbor, with starting construction of a large re-

Twelve

duction plant at Longview, Washington, with an annual rated capacity of 60 million pounds. Later, it was increased to a total of 100 million pounds. The company expanded its production facilities still further with purchase of a government-owned plant at Troutdale, Oregon, in 1949.

In 1946 Kaiser Aluminum & Chemical Company took over operation under lease of the government-owned reduction plant at Mead, and the vast rolling mill at Trentwood, both near Spokane, Washington. The following year the company acquired a second reduction plant at Tacoma, and in 1949 purchased the Mead and Trentwood properties. Kaiser's capacity for production of primary aluminum in the Pacific Northwest now totals some 400-million pounds annually on a seven-day-a-week, 24-hour-a-day basis.

The Trentwood plant has a capacity of 360-million pounds of aluminum plate, sheet, roofing, siding and tubing production each year.

Aluminum is made by the electrolytic smelting of aluminum oxide, a process developed in the latter part of the 19th Century by Charles Martin Hall of Pittsburgh. The entire operation is based on the fact that aluminum oxide when dissolved in molten cryolite can be decomposed by passage of an electric current.

The smelting process employed today is basically the same as that discovered by Hall sixty odd years ago. Although the process has been improved to a great extent, a large amount of electrical energy is still required—about 10 kilowatt hours per pound of metal produced.

The ore used commercially is called bauxite, deposits of which exist in Africa, Asia, Australia, Europe, and North and South America.

Dirt and other loose impurities are

(Concluded on page 14)

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Goat Gaieties



Woman's Privilege

Throughout the evening meal neither had spoken. But as soon as the dishes had been cleared away and they were seated before the fire, the husband's face lost some of its hardness.

"You know, dear," he said, breaking the long silence, "I've been thinking over our argument."

"Well!" she snapped, without looking up from her sewing.

"Yes, dear, I've decided to agree with you after all," he said meekly.

"That won't do any good," she sniffed. "I've changed my mind."

* * *

Sawdust, Madam

The hill-billy's clock had suddenly ceased to function. So he and his wife went to town to get a new one. There were a lot to pick from, but the cuckoo clock fascinated the hill-billy. That's the clock he wanted. He thought it was fun to watch the bird pop out and tell the hour. But his wife was reluctant to buy it.

"What's wrong with it?" demanded the hill-billy.

"It's a nice clock," admitted the wife, "but what would we feed the bird?"

* * *

Cagey

And then there's the feller who broke his engagement because the girl wanted to get married.

What Watt?

"Have you," asked the electrician, "any four-volt, two watt bulbs?"

"For what?" asked his assistant.

"No, two."

"Two what?"

"Yes."

"No."

* * *

Afoot or on Horseback?

Frank: "Did you see a pedestrian pass here?"

Don: "Nope. Been sittin' here all day and ain't nothing passed but one man and he was walkin'."

* * *

Slow Down

Two drunks were driving furiously, late at night, along a road that ran side by side with a main line railroad track. Suddenly a streamliner, dark except for the locomotive, flashed by them going in the opposite direction.

"Say," said one of the men in the car, "did you see that little town we just went through?"

"Yes," replied his companion.

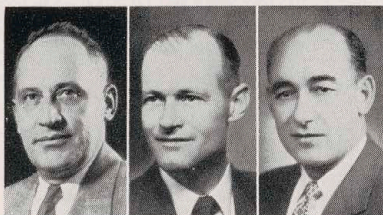
"You know something? I think that first house was on fire."

* * *

Well Put

Small boy's definition of conscience: "Something that makes you tell your mother before your sister does."

GN Appointments



Rasmussen

Surles

Andrew

C. M. Rasmussen of Great Falls, superintendent of Great Northern's Butte division, has been appointed assistant general manager of lines west of Williston, North Dakota, with headquarters in Seattle.

New Butte division superintendent is H. J. Surles of St. Paul, GN general safety supervisor. J. T. Andrew of Spokane, western territory safety supervisor since 1950 becomes general safety supervisor at St. Paul.

Rasmussen has been Butte division superintendent since 1952, and prior to that was Klamath division superintendent. Identified with the railway since 1924, he was appointed Butte division assistant trainmaster in 1943, becoming trainmaster on that division in 1944, on the Spokane division in 1945, and on the Mesabi division in 1950.

Surles came to the railway in 1932, and was assistant to the Minot division superintendent and transportation inspector before World War II duty. Service as trainmaster at various points preceded appointment as general safety supervisor in 1952.

After employment by several other firms, Andrew came to Great Northern in 1942 as brakeman on the Kalispell division, becoming a conductor there in 1949.

ALUMINUM—concluded

removed by washing and screening. Pure aluminum oxide (alumina) is obtained from the ore by a com-

Fourteen

plicated chemical process and it is alumina which is actually used in the smelting process.

Another important material is cryolite, a double fluoride salt. Alumina is dissolved in molten cryolite in electrolytic cells so that the oxide may be smelted by the electric current. Cryolite is found only in Greenland, but its synthetic equivalent is made elsewhere.

Aluminum is made in buildings known as "pot rooms". Several pot rooms normally comprise one "pot line", a smelting unit in which the electrolytic cells are arranged in series.

The electrolytic cell is a large, carbon-lined shell, commonly called a smelting pot. The pot is partially filled with cryolite, which is kept molten by heat generated by the electric current. Alumina is then dissolved in the molten cryolite. Current is introduced through a carbon anode which dips into the solution. The carbon lining of the pot acts as the second electrode or cathode of the cell. Current flowing through the molten solution decomposes the alumina into its component parts, aluminum and oxygen. The oxygen combines with the carbon anode and the aluminum, being heavier than the cryolite, goes to the bottom of the pot and is drawn off into molds to form pigs of commercially pure metal.

Other elements, combined with the pure aluminum in remelt furnaces, impart characteristics which make the metal adaptable to products ranging from bottle caps and cigarette wrappers to roofing and railroad cars.

Northwest aluminum production will soon be increased substantially with completion of Anaconda Aluminum Company's \$50-million reduction plant at Conkelley, Montana, near Columbia Falls.

PROGRESS IS A GREAT NORTHERN HABIT

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Historic rail equipment on display at GN's shops in St. Cloud, Minn.

Early Day Cars on Permanent Display

Three historic cars have been placed on permanent public exhibition by the Great Northern Railway.

A passenger coach, a passenger-baggage car 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 freight unit was built in 1879. 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.

Last year, the Great Northern put the William Crooks, No. 1 on the railway's roster of motive power, on permanent display in the St. Paul Union Depot.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Great Northern is "On the Air"

The westernmost link in a 1,765-mile radio network rising along Great Northern Railway's main line between Minneapolis and Puget Sound was completed in February.

With activation of ten wayside stations along the 155 miles from Wenatchee, Washington, to Seattle, more than 60 per cent of the sprawling network is in operation. All freight diesels and cabooses operating over this mileage in through service, and electric locomotives used between Wenatchee and Skykomish, are radio-equipped, as are two ditching machines used on the Cascade division.

Completion of the Wenatchee-Seattle segment is another step in utilization of very high frequency radio by the Great Northern in operation of freight trains and in major switching areas.

Locomotive personnel already is in constant radio touch with crew members in the caboose on all through freight trains on the main line between Minneapolis and Seattle. Thirty-six trackside stations, enabling swapping of information between them and the train crews, were established last year between Minneapolis and Havre, Montana. The remaining 30 stations, between Havre and Wenatchee, will be operating by the end of 1955.

The Hillyard switching yards at Spokane, Washington, and iron ore yards and docks at Superior, Wisconsin, were radio-equipped in 1954. The railway's initial installation, in 1953, was on the iron ore route between Northern Minnesota mines and Superior.

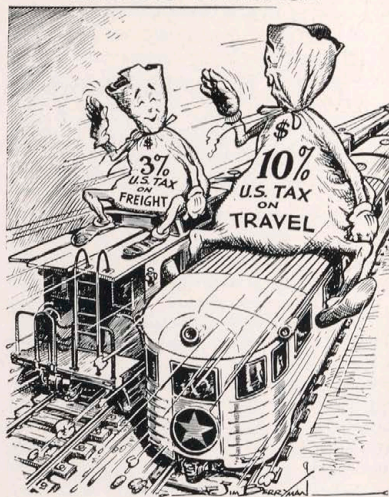
Radio is not used for train dispatching but serves as an auxiliary communications medium.

Sixteen

Trackside stations in the Wenatchee-Seattle segment are located at Wenatchee, Cashmere, Leavenworth, Merritt, Skykomish, Monroe, Everett, Edmonds and at Interbay switchyard and King Street Station in Seattle. The antenna atop King Street's 240-foot clock tower is the tallest, measured from ground level, along the entire railway. Hundred-foot poles support antenna at other trackside stations, nearly all of which are located at Great Northern depots.

Extension of VHF radio along the railway's coast line between Everett and Vancouver, British Columbia, is projected for the near future, with stations planned for Burlington and New Westminster. Radio operation of the Interbay switchyard at Seattle also is included in future plans.

EXCESS BAGGAGE



NPS Editor Retires

A career of 44 years of Government service and employment by the National Park Service almost since the date of its establishment, came to an end, January 31, with retirement of Isabelle F. Story, the Service's editor-in-chief and assistant chief of information.

The first woman to become an information officer of a Department of the Interior bureau, Miss Story has a wide reputation as a national park and conservation writer. She is a member of the Society of Women Geographers, Women's National Press Club, American Newspaper Women's Club, Outdoor Writers Association of America, American Women in Radio and Television, and Theta Sigma Phi.

CALIFORNIA—concluded

able La Jolla conducts Sunrise devotions atop Mount Soledad. Overlooking San Diego Bay are the sites of two Easter dawn services—Presidio Hill, the site of old Fort Stockton, and Cabrillo Monument at the tip of Point Loma.

The beauty of Easter outdoors is probably best displayed by the hardy members of the Aztec Riders of San Diego, who gather 500 strong on horseback for their Aztec Mounted Service in Alvarado Canyon.

Easter Dawn on the desert is observed at several resorts, all ablaze with desert wildflowers. Services are conducted at the Oasis of Maru, in the resort of Twentynine Palms. At Desert Hot Springs, worship is held on Miracle Hill, overlooking this resort of bubbling hot wells beside the Devil's Garden of desert growths. In Palm Springs, thousands gather annually at the O'Donnel green grass golf course.



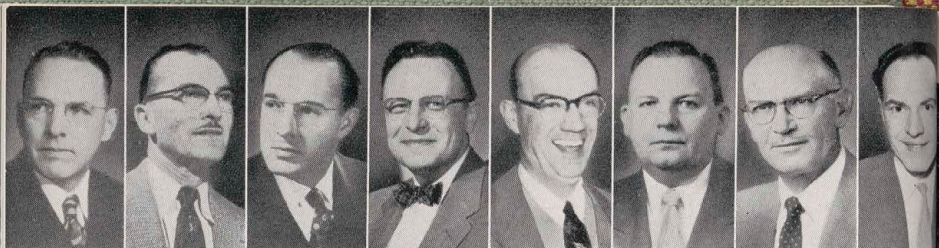
Happy Birthday Camp Fire Girls

Forty-five years old, but still young at heart, Camp Fire Girls across the nation will note their organization's March 17 birthday this year with another of their service projects, designed to help members grow toward civic responsibility and maturity.

The 1955 birthday project, "Let Freedom Ring!" will provide a lesson in citizenship by training the eyes of today's youth on the hopes, dreams and struggles of its forefathers who make possible today's liberty and independence. Through activities based on a study of freedom's founders, more than 392,000 girls of every race, religion and economic status will gain a greater appreciation of the past, a greater respect for existing rights and privileges of the individual and a greater capacity for future leadership in guarding those rights.

Observing the Camp Fire birthday with girls in more than 3,000 communities will be some four million "alumnae" and adult volunteers of the organization.

Seventeen



VanWyck Caverley Pravitz Williams Young Malik Berghofer Gourley

Passenger Associations Elect

Various Traffic Clubs and Passenger Associations have reported elections and installations of new officers and board members for 1955 as follows.

Minneapolis, Minnesota, Passenger Club. Kent C. Van Wyck, GAPD, GN, president; James McNamara, chief clerk, NYC, vice president; Cy Weldon, GAPD, CN, secretary; Kenneth Wyckoff, CPA, C&NW, treasurer.

St. Paul, Minnesota, Passenger Club. L. V. Caverley, assistant to the assistant PTM, C&NW, president; R. L. Battleson, CPA, Soo Line, vice president; D. E. Lewis, CPA, GN, secretary; A. E. Stevens, CPA, CB&Q, treasurer.

Tacoma, Washington, Transportation Club. D. R. Pravitz, CFA, GN, president; Ray Quinlivan, TM, Heidelberg Brewing Company, first vice president; Reed Jones, Pacific Highway Transport Company, second vice president; Gary Gustafson, CB&Q, secretary and treasurer.

Portland, Oregon, Passenger Association. Ken Williams, PR, UP, president; C. A. Eddy, PR, GN, vice president; Don Williams, PR, SP, secretary and treasurer. New directors are Bert Waugh, CPA, GN; Ray Conaway, TPA, CN; A. E. Freeman, PR, GN.

Chicago Passenger Club. George Young, B&O, president; Ken Witt-

rock, MKT, first vice president; Harold Smith, C&NW, second vice president; Ray Lynott, GT-CN, secretary-treasurer.

New York City Association of Passenger & Ticket Agents. Charles E. Malik, PR, B&O, president; Charles J. Andrews, PR, NYC, first vice president; Andres A. DeSoiza, CPA, SF, second vice president; Richard C. Mack, PR, PRR, secretary; Ralph A. Perkin, TPA, SAL, treasurer.

Southern California Passenger Association, Los Angeles. Curtis W. Berghofer, DPA, CB&Q, president; Ray Fansett, DPA, SP, first vice president; Ray Keeley, GAPD, Frisco, second vice president; Joseph Hamer, DPA, WP, secretary. Board of Governors: Emmett M. Brady (chairman), TPA, GN; Thomas Brockmiller, SP; Charles Hallsman, GAPD, UP; Richard Mercer, GAPD, NYC; Harold Weeks, CPA, CN.

Cleveland, Ohio, Passenger Club. R. J. Gourley, UP, president; Paul A. Roach, Capital Airlines, vice president; A. L. Sewell, SR, secretary; John Matic, NYC, treasurer. Board of Governors: George E. Reid, East Ohio Gas Company; Carl Peterson, Redifer Bus System; W. R. Wingate, Georgian Bay Line; John T. McCue, IC; Ramsay McGregor, Trans-Canada Airlines; Kenneth Hunt, NYC; Thomas Marie, East Cleveland Ticket Office.

Eighteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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Goat Cleanings



P. G. Seaholm, St. Paul, GN superintendent of signals and an employee of the railway since 1919, retired effective February 1. He is succeeded by R. A. Johnson, St. Paul, assistant superintendent of signals since 1951.

* * *

The National Giant Slalom Ski Championships will be held April 2 and 3 at Stevens Pass, Washington.

* * *

The Bellingham, Washington, Blossomtime Festival will be held May 11 through 14.

* * *

Two representatives of the Turkish State Railways are at Great Northern Railway in St. Paul, Minnesota, to spend 12 weeks studying operational procedures. They are Mustafa Ersoy, chief production engineer, and Orhan Gonenc, production engineer.

Nuvit Osmay, vice president, shops department, arrives in March to spend four weeks. Celal Taner, headquarters chief production engineer, arrives in April for six weeks.

The bulk of their time will be spent in St. Paul. Great Northern installation in other cities also will be studied.

The visits were arranged by the Foreign Operations Administration of the United States government.

Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1955, are: Anton Carlson, machinist, Great Falls, Mont.; Charles H. Cartwright, engineer, Breckenridge, Minn.; Edward A. Johnson, engineer, Superior, Wis.; Richard J. Veldink, fireman, Grand Forks, N. D.

Members reported pensioned during February, 1955, are: Harry T. Belton, B & B foreman, Great Falls, Mont.; Hugh F. Dumas, chief suspense claim investigator, St. Paul, Minn.; Thomas Gorder, brakeman, St. Paul, Minn.; George W. Hoggarth, section foreman, Edmonds, Wash.; Carl E. Peterson, engineer, Minneapolis, Minn.; Claude A. Phillips, cashier, Noyes, Minn.; Alex Pannas, section foreman, Thief River Falls, Minn.; A. Newton Redmond, engineer, Superior, Wis.; Arnold C. Slater, traveling auditor, Spokane, Wash.; William Vakoff, section foreman, Shelby, Mont.; Carl V. Woodstrom, conductor, Crookston, Minn.; Clarence C. Wamsley, locomotive foreman, Watertown, S. D.

* * *

J. J. Gabriel of St. Paul, retired manager of mail and baggage traffic for Great Northern Railway, died February 22.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

FORM 6009 3-55

PRINTED IN U. S. A.

GREAT NORTHERN'S NEW fast freight schedules

CUT 24 HOURS

**from delivery time
Twin Cities and beyond
to the Pacific Coast**

Special hi-ball freights leave Minneapolis every morning, arriving in Seattle, Portland, and Vancouver, British Columbia *one full day earlier* and in Spokane *18 hours earlier*. This new service is in addition to the regular fast service.



freight goes great when it goes

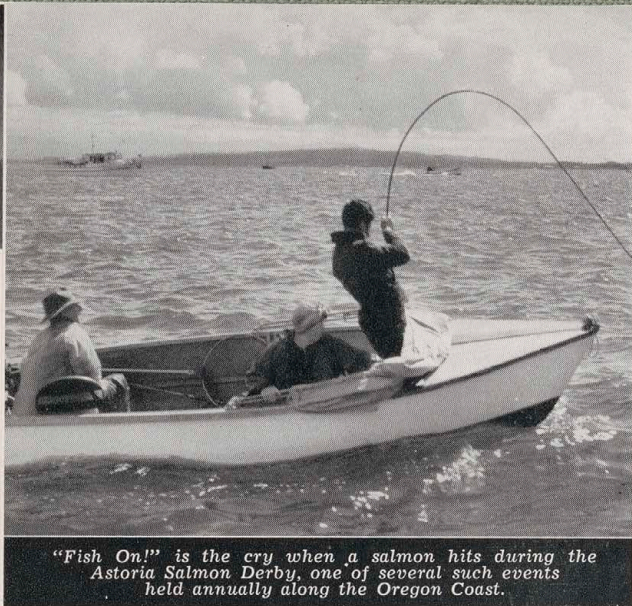
GREAT NORTHERN RAILWAY

The Great Northern

GOAT

APRIL 1955





"Fish On!" is the cry when a salmon hits during the Astoria Salmon Derby, one of several such events held annually along the Oregon Coast.

"FISH ON!"

salt water sport fishing in Oregon

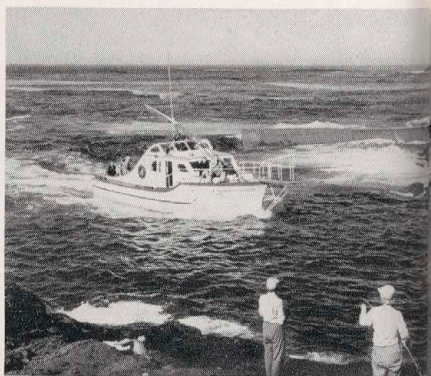
Whether the salt water fisherman likes to stay within protective waters of bays at the mouths of coastal streams or venture beyond the surf-line or three-mile limit, Oregon's salt water fishing facilities are sure to please.

The state has 400 miles of Pacific Ocean coastline and a host of bays and inlets where sport fishing has become a major recreation for both the expert and the novice. Surf and rock fishing for non-game fish offers fun for the whole family the year around and crab fishing is fun and bountiful.

The mouth of the Columbia River at Astoria is perhaps most famous for its Salmon Derby in late summer and for the abundance of the Royal Chinook Salmon. However, many other varieties of deep sea fish are taken in the bay. Arrangements may be made to cross the Columbia River Bar for the deeper sea varieties, including Albacore Tuna.

Oregon State Highway Commission photos.

South of the Columbia, salmon run into bays and river mouths where first they entered the sea four years before. The salmon runs along the Oregon Coast progress from north to south, with the latest catches at the mouths of rivers just north of the California line, usually from September 15 to October 20.



Trawler enters Depoe Bay after a cruise in quest of one of the many species of deep sea fish found in the vicinity.

Nehalem mouth south Chinooks in silversides October, and salmon follow.

Tillamook water area rollers are salmon and during July.

Deep sea of the Nest June or early throughout.

Depoe Bay embarkation and all-day summer, booked trips for the married snappers.

Blueback in August and river, with in September.

Sun fishermen and on, line the shoulder du

Nehalem Bay, first major river mouth south of the Columbia yields Chinooks in August and September; silversides from mid-August to mid-October, and a nice run of jack salmon following the first fall rains.

Tillamook Bay has a large salt water area in itself and ocean-going trollers are available. There is good salmon and tuna trolling offshore during July and August.

Deep sea fishing from the mouth of the Nestucca River starts in late June or early July and continues throughout the summer.

Depoe Bay is a favorite port of embarkation for short excursions and all-day trips. Throughout the summer, boats make several scheduled trips each day to sea for salmon or the many deep sea fish such as red snapper, bass, perch and the cods.

Bluebacks usually start running in August at the mouth of the Siletz River, with Silversides at their best in September and October.

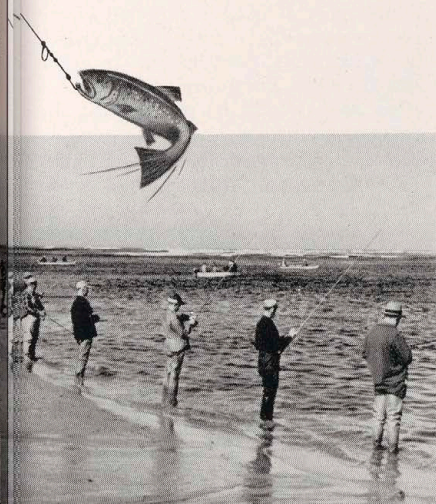
From May through September, deep-sea boats make regular or chartered trips to the ocean for salmon and tuna fishing from Yaquina Bay at Newport.

Chinook trolling is at its best in the Alsea River Bay during August and September. Silversides appear in September.

Siuslaw River Bay offers Chinooks from about September 1 to October 15, and Silversides from the first fall rains until around January.

Best fishing in Winchester Bay, at the mouth of the Umpqua River is from July through September. Most of the salmon fishing is done on lower Coos Bay with the fall run of Chinooks appearing around July 15 and continuing through September. Silversides run here from September 25 until about November 20.

Probably the most famous of fishing streams in southwestern Oregon is the Rogue River and its salt water sporting centers Gold Beach and Wedderburn. Salmon fishing in the lower river continues throughout the summer and fall and Silversides enter the Rogue about September 14 and continue until December.



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river mouths
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line, usually
October 20.

Bay after a
many species
in the vicinity

This fleet of trollers, anchored in the mouth of the Yaquina River at Newport, Oregon, awaits news of a salmon run.

The Great Northern



Vol. 25

April, 1955

No. 4

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



Queen Sharon Kaye Redlinger will reign over the 36th Washington State Apple Blossom Festival, April 28, 29 and 30, in Wenatchee, "Apple Capital of the World."

Four

Your Railroads

Extensive efforts for safety on the part of American railroad management show gratifying results for 1954. There has been an appreciable drop in fatalities, both among passengers and railroad employees.

In 1954, Class I railroads of the United States performed over 29-billion passenger miles of service with but five passenger fatalities in train accidents. For each such passenger fatality in that 12-month period, the railroads performed nearly six billion passenger miles of service.

This is equal to 1,950,000 trips across the United States from New York City to Los Angeles for each passenger fatality.

Expressed in another way, the danger of being fatally injured in a train accident—based on 1954 experience—is so remote that if Adam, in the Garden of Eden, 4004 B.C., had started to take an average railway journey of 500 miles each day and had continued to do so every day of every year since then, his expectancy of life—if it rested solely upon passenger train accidents—would still be 26,000 years. In other words, only about one-fifth of his life's span would be used up at the present time.

Behind the high standards of railroad safety performance are more than 30 years of organized safety work within the industry and investment in the same period of more than 20-billion dollars of railroad money in capital improvements. With replacement of the great bulk of trackage and rolling stock with new, modern facilities, the nation's railroads have steadily become safer as well as more efficient and economical to operate.

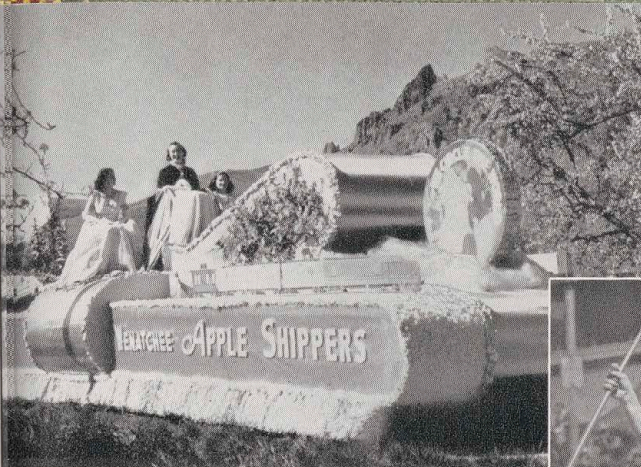
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Colorful floats,
smart-stepping ma-
jorettes, uniformed
riding units, bands
and the Royal Court
of 40 Princesses will
make up the Festi-
val's two-hour
Grand Parade.



Annual Salute to the Washington Apple Industry

The 36th Washington State Apple Blossom Festival will be celebrated April 28, 29, 30 in Wenatchee, Washington. Saluting the State's \$100-million Apple Industry, this Festival is one of the Pacific Northwest's major civic celebrations with over a hundred thousand people attending each year.

On Saturday morning, April 30, the Grand Parade will wind through the streets of the "Apple Capital". Apple Blossom Queen Sharon Kaye Redlinger and Royal Princesses Anna Lea Battermann and Judith Emerson will ride in state on their regal floats. A Royal Court of 40 princesses also will be a part of the two-hour procession, which includes the finest marching bands, smart-stepping majorettes, colorful floats and uniformed riding units.

The Royalty is presented at a Pageant on Thursday evening. The Coronation of the Queen takes place in a starlight ceremony Friday, followed by the Queen's Ball. Closing the festivities Saturday evening are

the Appleland Follies. Other outstanding features of the three-day program include a School Parade with 4,000 students participating, an industrial and agricultural exposition, horse shows, band jamborees and a fireworks display.

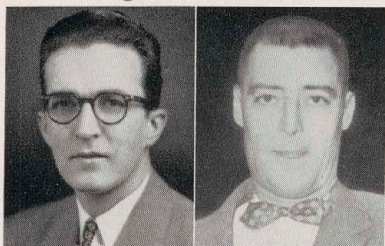
The Festival Queen and her two attendants are selected from the top ten senior girls as rated on scholarship, attractiveness and general poise. The Court of Princesses, chosen on a similar basis, represents communities throughout Washington State and neighboring British Columbia, Canada.

(Concluded on page 6)

Five

THE STREAMLINED WESTERN STAR

Congratulations To



Tierney

Wroe

Joseph L. Tierney, Great Northern New England Passenger Agent, has been elected vice president of the Boston Passenger Club. Ralph K. Mulford, EAL, heads the group as president. Solon Hunt, TC, AT&SF, transferred shortly after becoming secretary-treasurer has been succeeded by William Fillingim, UP.

Officers of the Washington, D. C. Passenger Association for 1955 are Lewis Wroe, SAL, president; Kenneth Karriker, C&NW, first vice president; William Higgins, PRR, second vice president, and Porter Blackard, N&W, secretary-treasurer.

The General Eastern Passenger Agents' Association of New York City named the following as officers for 1955: W. F. Vitt, GEPA, MP, president; T. J. Glancy, GAPD, CRI&P, vice president; J. H. Dimke, AGPA, Erie, treasurer; C. C. Eurns, GAPD, CMStP&P, secretary; A. C. Burdt, EPA, IC, assistant secretary.

Heading the Passenger Club of New Orleans are James A. Miller, CPA, IC, president; James H. Palmer, CC, Wabash, vice president, and W. E. Nicholson, DPR, Alcoa SS Co., Inc., secretary-treasurer. Advisory Board members are R. J. Conley, CPA, MP, chairman; Robert Fair, CC, PRR; N. M. Folse, PR, Mississippi Shipping Co.; C. E. Mull, Roosevelt Travel Service; J. H. Sanchez, CC, AT&SF, and Morris L. Trahan, Reservation Clerk, IC.

Six

Seattle-Portland Pool Line Service

Effective April 10, 1955, Great Northern Railway will take over the operation of the night pool trains Nos. 401 and 402 between Seattle, Washington, and Portland, Oregon, formerly operated by the Northern Pacific. Great Northern will operate this pair of trains for a period of one year, or until further notice.

Trains 401 and 402 will continue to run into and out of the King Street Station at Seattle. No change has been made in their schedule which is as follows:

TRAIN 402 DAILY			TRAIN 401		
11:45 PM	Lv Seattle	Ar	6:45 AM		
1:15 AM	Lv Tacoma	Ar	5:00 AM		
6:45 AM	Ar Portland	Lv	11:45 PM		

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

APPLE BLOSSOMS—concluded

The Washington State Apple Blossom Festival has the distinction of being the first and largest Apple Blossom Festival in the United States. It is celebrated annually in Wenatchee, Washington, known the world over as "The Apple Capital of the World". Great Northern Railway's huge Appleyard Terminal at Wenatchee, is the shipping point each year for an average of 18,000 carloads of choice Washington apples, thus earning its well-known title.

Year after year the city begins preparations months in advance for this very special event. When the valley is filled with the perfume and beauty of millions of apple blossoms, Wenatchee's welcome sign goes up and another Washington State Apple Blossom Festival is celebrated.

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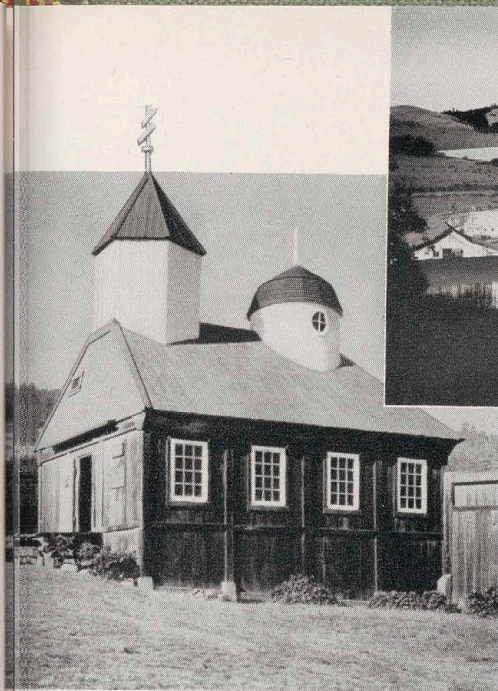
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Picturesque as a New England village, the quaint Northern California town of Bodega is of Russian origin.

Historic Fort Ross was founded and occupied by Russian fur traders 1812-41. Pictured is the old redwood chapel as it appears today.

Redwood Empire Association photos.

Old Fort Ross—An Abandoned Russian Outpost

Thousands of visitors will disport themselves along the Russian River in Northern California's Redwood Empire this summer, unaware that they are vacationing in a one-time segment of czarist Russia.

The Russian sojourn on the California coast began in 1812, long before California statehood, soon after adventurous Alexander Koskof, the Russian czar's special emissary, set out in search of new fur-trading lands.

Koskof and his sturdy followers landed at what is now Jenner on the Sonoma County coast north of San Francisco. There they planted the Russian flag and built Fort Ross (Fort Russe or Fort Rosse, as it was called) as a defense against Indians.

The fort, now restored, was used both as a fur trading outpost and as the most southerly mission in America for the Russian Orthodox Church.

The thrifty settlers began to raise apples, and sloeberries for vodka, and to reap the sea of the rich-skinned otter. Ocean huntersmen, ignoring the protests of the Spaniards, even entered San Francisco Bay in pursuit of sea otter.

Then in 1842 financial troubles brought an end to the fur-trading venture. The Russian flag was re-furled and unobtrusively borne back to its motherland.

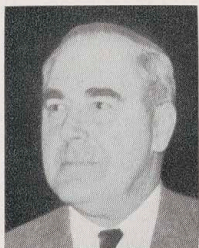
Movable property was sold for \$30,000 to Captain John Sutter, who later precipitated the great California

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

D. C. Traffic Officers



Batham

Newly-elected president of the Washington, D. C. Traffic Club for 1956 is John C. Batham, general agent, Santa Fe. Other officers are Arthur V. Krone, Chief, Traffic Division, Federal Facilities Corporation, 1st vice president; E. F. B. MacMillan, Transportation Consultant, Consolidated Freightways, 2nd vice president.

Directors are Cy. J. Kaemmerlen, DFA, Lehigh Valley RR (Philadelphia); Stanley B. Hoveland, Regional TM, GSA; T. R. Mappes, TM, StL&SF; E. H. Williamson, Jr. Special Representative, McLean Trucking Co.; Mercer Rice, Sales Representative, B&E Transportation Co.

MRS Vets to Meet

The 10th Annual Reunion of the Military Railway Service Veterans will be held at the Netherland-Plaza Hotel in Cincinnati, Ohio, September 16, 17 and 18.

A varied program has been planned for this group of railway service veterans who carried guns, ammunition and equipment to the fronts during World War II and the Korean War. Already scheduled are a tour of the Proctor and Gamble plant, a sight-seeing trip in Cincinnati and Covington, Kentucky, a dinner dance and a golf tournament to be held at Summit Hills Golf Club in Covington.

Special activities are being planned for the many women expected to attend.

Details may be secured by writing to Fred W. Okie, Secretary, Military Railway Service Veterans, 1800 Frick Building, Pittsburgh 19, Pennsylvania.

Eight

Strike Back at Cancer

Cancer, man's cruellest enemy, will strike one out of every four Americans.

Half of those who become victims can be saved through awareness of the problem and prompt medical treatment. The rest must wait for further advances in research.

The President of the United States has proclaimed April as Cancer Control Month. This is the time when the American Cancer Society conducts its all-out educational and fund-raising crusade.

Its goal for the entire nation for 1955 is \$24,000,000, to be used for research toward finding new cures, service to patients, and education—not only of doctors and scientists, but of all lay people in the United States, about the realities of cancer and the possibilities of defeating it.

Again this year the public is being asked to support the national Society's program, especially in April, Cancer Control Month.

Strike back at cancer—mail your contribution to "Cancer", care of your local post office.

OLD FORT ROSS—concluded

gold rush, but the Russians departed after collecting only half of the amount.

Today, Fort Ross, with its old stockade armed with cannon, its sawmill, tannery, lookout tower, and quaint wooden church, is merely a relic and popular as a tourist mecca.

The Russian River nearby, now a scenic resort playground in the heart of Northern California's great redwood forests, takes its name from the Russians who occupied the fort. The settlers themselves called the river "Slavianka" or "Slav Woman". The Spaniards later called it "Rio Ruso" and this was translated into "Russian River".

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About to board the Empire Builder en route to Plymouth, Wisconsin, are, left to right: Carol Edline; Pat Taylor; Marlene Wilson; Beverly Brown, Karen Wells, Sharon Jiencke; Miss Edith Carlson, faculty adviser; Mr. William Beard, principal of Kent-Meridian high school, who rode as far as Whitefish, Montana; Ron Sanford; Bill Enger; Gerry Anderson; Bob Anderson. Forde photo.

Washington-Wisconsin Exchange Students Travel GN

Good will delegates were exchanged between the States of Washington and Wisconsin, when, during February, 10 students from Kent-Meridian high school in Washington, spent two weeks in classes at the high school in Plymouth, Wisconsin. Shortly afterwards, during March, a like number of Plymouth students returned the visit, spending a similar period in classes and homes of the Kent-Meridian youngsters.

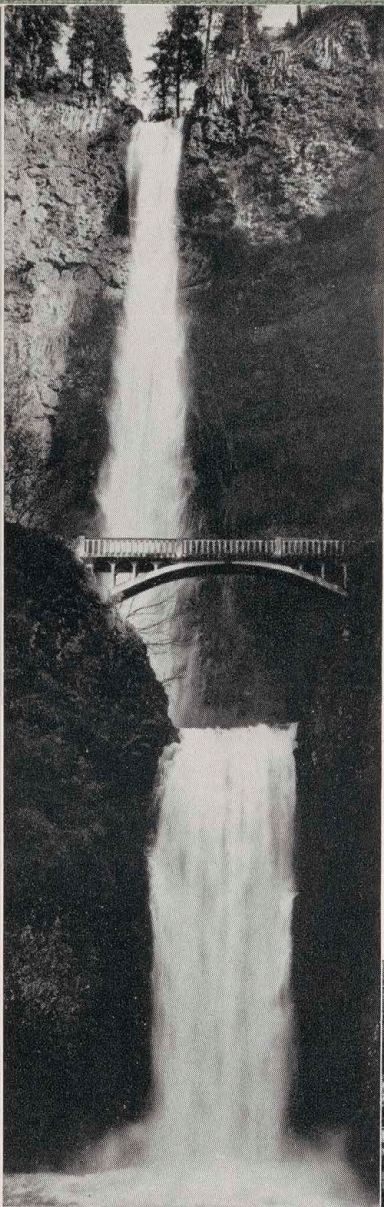
Travel for both groups between the Twin Cities and Seattle was aboard Great Northern Railway's streamlined Empire Builder.

The program resulted from a proposal by the Plymouth school system to Mrs. Pearl Wanamaker, director of public education for Washington. Mrs. Wanamaker suggested Kent-Meridian, 16 miles south of Seattle, as a community similar to Plymouth, which is a town of 4,500, about 40 miles from Milwaukee.

Pupils were selected by their respective high school faculties on the basis of attributes designated by the student bodies. Qualifications as voted by the pupils, included scholarship, trustworthiness, participation in activities, ability to adjust and leadership.

Nine

THE STREAMLINED RED RIVER



Silvery Multnomah Falls in Oregon, drops 620 feet down the sheer wall of the scenic Columbia River Gorge.



Lions Gate Bridge spans the mist enshrouded First Narrows, Vancouver, British Columbia.

GN "TOP O' THE WEST" escorted economy vacation

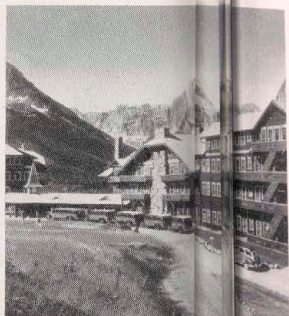
Leisure without monotony, plus variety without rush, are promised in Great Northern Railway's new 1955 "Top O' The West" escorted economy vacation tour series.

These 14-day land cruises are scheduled to leave Chicago and St. Paul-Minneapolis each Sunday from June 26 through August 28 on the streamlined Empire Builder. They combine scenic trips by train, steamship and motor coach with relaxing visits at luxury resorts of the Pacific Northwest.

Motor trips cover the superb loop to Mount Hood, along the Columbia River Highway out of Portland, Oregon, with visits to the Sanctuary of Our Sorrowful



Sightseeing motor coaches schedule a stop at Sun Point, St. Mary Lake, Glacier National Park in Montana.



Many Glacier Hotel in the center of one of Glacier National Park's most spectacular centers.

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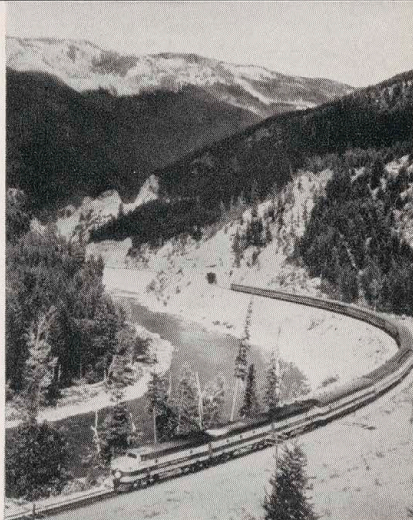
Halls of Ivy—The Royal Canadian Naval College at Victoria, Vancouver Island, British Columbia.

The greatest single peak glacier system in the U.S.A. radiates from the summit of 14,408-foot Mount Rainier in Washington.

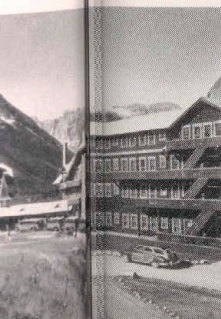
O' THE WEST" conowacations for 1955

y, plus various Mother, Vista Point, Multnomah Falls, the
n Great North Salmon Hatcheries and Bonneville Dam en
O' The West route; a tour of Mount Rainier National
tour series at Park from Seattle, Washington, and a trip
on Montana's glorious Glacier National
Park, climaxed by the crossing of the Con-
tinent Divide on spectacular Going-to-
the-Sun Highway. More sightseeing excur-
sions and entertainment are scheduled in
Portland, Seattle, Vancouver and Victoria
in British Columbia.

An added attraction of the 1955 series
of Top O' The West tours is the trip to
Vancouver, B. C., from Seattle, via the
Our Sorrows



The Western Star along the Flathead River just east of Belton, Montana, Glacier Park's western gateway.



Many Glacier Hotel at the center of one of Glacier Park's most spectacular areas.



Tops in economical travel comfort—roomy 48-seat coach on streamliners Empire Builder and Western Star.



The good ship "Sightseer" entering the Government Locks of Lake Washington Ship Canal at Seattle.

Heads St. Paul Rotary



McCarty

Francis P. McCarty, Great Northern Railway general freight agent, is the new president of the St. Paul, Minnesota Rotary Club.

A member of Rotary since 1945, he will take office on July 1, succeeding Rollin O. Bishop, president of the American National Bank.

Mr. McCarty was vice president of St. Paul Rotary the past year. Succeeding him will be John H. Nicoll.

GN TOURS—concluded

streamlined Internationals. Along this coast route, hundreds of islands in Puget Sound, the Cascade Range to the east, and the Olympic peaks on the peninsula to the west make this one of the most view-filled short train trips in the world.

The return trip from Victoria, following a drive to Butchart Gardens in their amazing stone quarry, is by cruise ship.

Tour parties will be accompanied by an experienced Great Northern escort, and will stay at Timberline Lodge, 6,000 feet up the slopes of Mount Hood in Oregon; at the Multnomah Hotel in Portland; the Olympic Hotel in Seattle, and the Hotel Vancouver in Canada.

Paradise Inn will be headquarters at Mount Rainier National Park. In Montana, the base is at Many Glacier Hotel, in the heart of Glacier Park's mountains.

Since the schedule calls for a west-bound trip on the Empire Builder and return on its companion streamliner, Western Star, each tour covers

Twelve

a different section of Montana, Washington and Oregon by daylight.

Top O' The West tour costs of \$289.50 from Chicago and \$271.98 from St. Paul-Minneapolis, include round trip rail transportation in luxury Day-Nite coaches, Federal tax, all motor coach and sightseeing trips, the steamship cruise, rooms with bath at first class hotels, tips to red caps and bellboys, and all meals except for luncheons while on trains, on steamer, and in Seattle and Vancouver, B. C.

The same Top O' The West vacation tour with first-class rail ticket and Pullman sleeping car accommodations may be arranged at additional cost.

Many other 1955 summer tours with rail travel via Great Northern streamliners, some escorted and others pre-arranged for independent travel, feature Glacier National Park and Western and Pacific Northwestern U.S.A. and Canadian areas in various combinations: Yellowstone National Park, the Canadian Rockies, the Colorado Rockies, Grand Canyon in Arizona, Carlsbad Caverns, California, Sequoia Big Trees, Yosemite National Park and Old Mexico.

Designed especially for Californians, nine-day "Carefree Vacations," pre-arranged from Los Angeles, San Francisco and Oakland include visits to Portland, Oregon, Glacier National Park and Waterton Lakes Park in Alberta, Canada. Eleven, 13 and 15-day versions include in addition, Vancouver, B. C., and Canadian Rocky Mountain resorts.

Complete information regarding these and other independent tours can be secured from the nearest Great Northern Railway office, local travel bureau, railway ticket agent or by writing to P. G. Holmes, Passenger Traffic Manager, Great Northern Railway Company, St. Paul 1, Minnesota.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Goat Gaieties

In the Red

At a Communist meeting, one of the attending comrades suddenly stood up during the debate and addressed the chairman.

"Comrade Speaker," he said "there's just one thing I want to know: what happens to my unemployment compensation checks when we overthrow the Government?"

* * *

Large Family

A friend of ours had eight children in 11 years, and probably the first moment she had to center her full attention on one of them came the night 12-year-old Sally tried on her Confirmation dress. "Sally, honey," her mother said, after a long, loving look, "I think you're beautiful." The youngster's face lit up. Then her mother added teasingly, "Of course, I'm prejudiced."

Sally's face fell. "Oh Mother," she wailed, "not again."

* * *

Low Calorie Diet

Two cannibals met in a mental institution. One was tearing out pictures of men, women, and children from a magazine, stuffing them into his mouth, and eating them.

"Tell me," said the other, "is that dehydrated stuff any good?"

Bottled in Bond

Two moonshiners were discussing their business.

"When I take my stuff into town," one of them explained, "ah always drives slow—about 20 miles per hour."

"Skeered o' the law?"

"Nope, gotta age the stuff."

* * *

Unqualified

"And my good fellow, what is keeping you out of the army?" she asked scornfully.

"The same thing that is keeping you out of Esquire . . . physical unfitness."

* * *

Play It Safe

The reason the typical employe laughs heartily at the bum joke the boss tells is that he suspects he is being given a loyalty test.

* * *

Fine Example

Professor: "I will not begin today's lecture until the room settles down."

Voice from the rear: "Go home and sleep it off."

* * *

Easy Does It

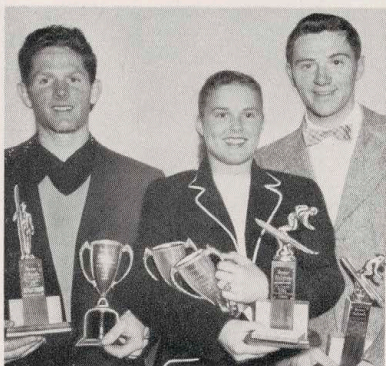
If you would speak for all to hear,
Avoid the flowing cup,

For after too much bottled cheer,
Your tang gets toungeled up.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Junior Ski Champs



Junior National Ski Meet winners—Frank Brown, Penny Pitou, and Martin Hale, right. Jim Davis photo.

Montana, Idaho and New Hampshire skiers took home the big trophies in the Junior National Ski Meet held March 4, 5 and 6 at the Big Mountain Ski Resort, Whitefish, Montana.

The Nordic trophy for high points in cross-country and jumping events went to Frank Brown, 17, of McCall, Idaho.

Sixteen-year-old Penny Pitou of Gilford, New Hampshire, won the girls' alpine trophy and first place in downhill and first place in girls' slalom.

Martin Hale, 17, of Whitefish, took the boys' alpine trophy and tied for first place in the cross-country race.

Easterners took the meet by a considerable margin by placing contestants in all events except jumping. They returned home with five trophies and 24 medals. The Pacific Northwest team was second with two trophies and 15 medals. Two trophies and seven medals went to the Northern Rocky Mountain team.

Snow conditions during the meet were excellent.

Fourteen

Turkish Rail Reps at GN

Two representatives of the Turkish State Railways are at Great Northern Railway in St. Paul, Minnesota, to spend 12 weeks studying operational procedures. They are Mustafa Ersoy, chief production engineer, and Orhan Gonenc, production engineer.

Nuvit Osmay, vice president, shops department, arrived in March to spend four weeks. Celal Taner, headquarters chief production engineer, arrives in April for six weeks.

The bulk of their time will be spent in St. Paul. Great Northern installation in other cities also will be studied.

The visits were arranged by the Foreign Operations Administration of the United States government.

C. R. Tuvey Retires



Tuvey

Back

C. R. (Bob) Tuvey of Seattle, Washington, chief clerk in Great Northern Railway's Western Passenger Department retired effective March 31, after 43 years of railroading.

Joining Great Northern as a rate clerk in St. Paul in 1912, Tuvey came to Seattle as chief clerk in 1923. From 1943 until 1946 he was GN's military passenger agent in Seattle.

He is succeeded by William E. Back, accountant-cashier, who joined the railway as a stenographer in 1948.

PROGRESS IS A GREAT NORTHERN HABIT

Reps at GN

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GN Leads in Safety

For the second consecutive year, Great Northern Railway employees in 1954 established the best safety record of the nation's major railways.

The company has been so advised by the Safety Section of the Association of American Railroads.

The employee casualty ratio of 2.69 per million man hours is the best record in Great Northern history and led the 16 largest railways whose employees worked 50 million or more man hours.

In 1953, Great Northern's first place 3.14 ratio won the coveted Harriman Gold Medal, top award of the American Museum of Safety. Under the rules of this award, the same railway may not receive it in two consecutive years.

During 1954, on-the-job mishaps caused one death and 148 other reportable injuries—those keeping employees from regular duties more than three days during the first ten following injury. This compared with four deaths and 183 reportable injuries in 1953.

Among the railway's operating divisions, first place for 1954 went to the Dakota, headquartered at Grand Forks, North Dakota, with a ratio of .94. The Kalispell, based at Whitefish, Montana, was second with 1.06.

The St. Cloud, Minnesota; Superior, Wisconsin, and Dale Street Shops in St. Paul won top honors in their classification, all with perfect records unblemished by a reportable injury. At Dale Street Shops this extended a perfect record dating back to May 2, 1950.

The railway's special agents led among miscellaneous departments, likewise with a perfect record.

DR. CAREFUL PRESCRIBES THE CURE



Perfect Shipping Month

April as "Perfect Shipping Month," annually holds a special significance for everyone connected with the movement of freight by rail.

Shippers, carriers and receivers are continually becoming more firmly united as a team in the all-out war against the waste resulting from loss and damage to freight.

With the ever-increasing realization that each member of the team has a definite part in the year-round Perfect Shipping Program emphasized during April, shippers, carriers and receivers are stepping up Perfect Shipping activities all along the line.

Shippers are looking into their packing, marking, handling and loading practices and are intensifying the program of requesting reports as to the condition of their shipments at destination with suggestions for improvement.

Carriers are improving the condition of cars and other facilities in-

(Concluded on page 18)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

N HABIT

Glacier National Park for Conventions

Finding the ideal place to hold a convention is no easy task, as any organization secretary will agree. Major details to be considered include: Are there large rooms suitable for holding meetings? Can luncheon and dinner meetings, with speakers, be held? Are hotel accommodations low-priced enough so that members won't have to think twice, and still be so comfortable they'll be glad they left home? Is the hotel easy to reach?

Glacier Park Hotel and Many Glacier Hotel, both in Montana, comply in all respects. Many organizations, large and small, hold conventions at these fine hotels, which are ideally located for sightseeing in magnificent Glacier National Park.

Glacier Park Hotel is located right at Glacier Park Station, and is served daily during the season, by Great Northern's streamlined Western Star. Many Glacier Hotel, 53 miles distant in the center of one of the Park's most scenic areas, is convenient from the station in open-topped motor coaches.

Special requirements of an organization decide which hotel is preferable. If members want to play golf, Glacier Park Hotel is ideal, with its nine-hole course, watered fairways and grass greens.

If members prefer to hike, cruise on mountain lakes, fish and ride horseback right from the hotel, Many Glacier has all that. This hotel accommodates groups up to 350. At Glacier Park Hotel, capacity is 200.

Both hotels have large rooms for convention meetings. Separate group sessions are held in various cozy nooks, often before a fireplace.

Because July and August are heavy tourist months, conventions are scheduled in Glacier National

Park hotels only during June and September. Hotels open June 15 and close September 10.

Most organizations choose their convention site a year in advance and arrange with the hotel management at once so that accommodations can be secured for the dates specified. Among those meeting in Glacier Park in 1954 were the American Ophthalmological Society and 250 members of the Helena Diocesan Council of Catholic Women. The Montana Bankers Association, meets at Many Glacier every June. During the past several years, the Montana Chapter of the Associated Contractors has held its convention in the Park. Montana County Attorneys convene there every three or four years. Many women's organizations such as Theta Theta Theta sorority, hold conventions at the Park hotels, and many men's groups bring along wives who don't attend official meetings. A favorite excursion for them, from Glacier Park Hotel, is to Two Medicine Lake for a launch trip. The expedition takes about three and a half hours, nicely filling an afternoon and getting the ladies back in time to dress for dinner.

A full-day trip to Canada is often arranged from Many Glacier. A bus takes the party across the border to Prince of Wales Hotel, overlooking magnificent Waterton Lake, for lunch. A boat trip later on the lake, which is partly in Canada and partly in the United States, keeps cameras and field glasses busy. Women who collect imported bone china find plenty of it in the shops in Waterton Village where store proprietors explain about customs regulations on purchases to be taken across the border. The round trip between Many Glacier and Waterton is about 100 miles, and the bus gets back in time for dinner.

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Front row center at Spokane's Lilac Festival Parade.

Spokane Will Observe Lilac Time May 14-21

"From Expedition to Empire" is the theme of the 1955 Lilac Festival in Spokane, Washington, which this year will pay tribute to the sesqui-centennial of the Lewis and Clark Expedition across the Northwest. The Queen City of the Inland Empire already is abuzz with activity that will reach its high point many times over during the May 14 through 21 observance.

The many-faceted Festival will make use of Spokane's \$2,731,000 Coliseum for the first time. Events already booked into the huge auditorium include the May 14 Lilac Festival Coronation-Armed Forces Day Ball, Spring Lilac and Garden Show and Fine Arts Fair. Committees are studying the possibilities of staging an indoor show in addition to the big Lilac Time Under the Stars extravaganza May 20 in the Spokane Memorial Stadium.

A beautiful Spokane girl who will reign over the Festival will be picked from a bevy of candidates sponsored by area garden clubs. Because of the proximity of Armed Forces Day (May 14), the Festival group and Spokane military leaders are working hand-in-hand in planning. A military "man of the year" will be chosen to share the civic spotlight with the 1955 Lilac Queen.

Climaxing the observance will be the Lilac Festival-Armed Forces Day Parade on May 21—an event that rapidly is taking its place among the top parades of the nation.

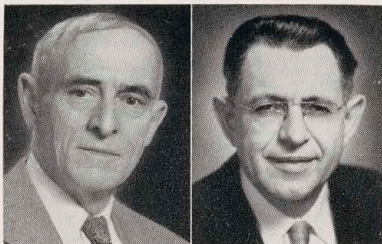
At last year's parade which took three and one-half hours to pass a

(Concluded on page 18)



More than 175,000 spectators are expected to witness the Lilac Festival Parade. Shown above is the Queen's float for 1954.

Portland Retirement



Miller

Smith

A railroad career which began in October, 1902, was terminated with the March 1 retirement of J. L. Miller, depot ticket agent at the Portland, Oregon, Union Station.

Before taking over the duties of agent in September, 1918, he served as telegrapher and in other station positions, and in the traffic departments of various railroads, mostly at Pacific Northwest points.

Miller is succeeded by Frank M. Smith, who has worked in the Portland station ticket office for the last 18 years. Smith studied at the University of Notre Dame before joining the Union Pacific in 1922. He served at several Eastern Washington and Northern Idaho points before coming to Portland in 1929.

PERFECT SHIPPING—concluded

cluding motive power and are waging an intensive, unrelenting fight against overspeed impact.

Receivers are studying and improving unloading and handling practices. They also are looking more closely into the loading methods used by their suppliers and are progressing the program of making factual reports, with photographs, of the condition of the load at destination. They are giving these reports to those at fault, with suggestions for improvements.

Eighteen

GN Trailer-on-Flat-Car Service Expanded to PNW

Great Northern Railway now is operating "piggyback" trailer-on-flat-car freight service between Seattle-Tacoma-Portland and the San Francisco Bay Area and Los Angeles in California.

Between the Pacific Northwest and California, this equipment is pooled with that of the Southern Pacific. A tariff agreement between the two lines, with interchange at Portland, became effective February 1.

The trailers and specially-built flat cars also are in Great Northern service locally between Seattle-Tacoma and Portland. Tariffs for this service were effective March 7.

Shipments of 10,000 pounds or more are handled in the trailers, with door-to-door service for shipper and consignee. Arrangements with local contract haulers at Seattle, Tacoma and Portland provide for trailer delivery and pick-up.

LILAC TIME—concluded

given point, more than 175,000 persons jammed Spokane streets to witness the spectacle in which 7,000 persons marched or rode. Planners are stressing quality rather than quantity among band and float entries for the 1955 parade to assure an even better product for residents and visitors.

The Festival this year is being held one week later than in the past, largely because of the lateness of lilac blooms in recent years, and to afford better coordination with the military in Armed Forces Day events.

Boys and Girls' week will again be staged in conjunction with the Festival. Plans are to again invite "royalty" of Inland Empire fairs, rodeos and similar observances to Spokane as guests and to share in Festival revelry.

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Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1955, are: Edward Bruegger, locomotive foreman, Williston, N. D.; Oscar C. Carlson, agent-telegrapher, Bagley, Minn.; Domenick Dellino, section foreman, Fort Wright, Wash.; Herman Dittman, freight conductor, New Rockford, N. D.; Lamoyne H. Kent, baggageman, Seattle, Wash.; Clifford R. Rogers, conductor, Breckenridge, Minn.

Members reported pensioned during March, 1955, are: Murray C. Anderson, assistant to vice president, St. Paul, Minn.; Edward A. Ballantine, pipefitter, Great Falls, Mont.; Arthur L. Benson, boiler maker, Wauertown, S. D.; Edward W. Bergstrom, conductor, Crookston, Minn.; William A. Berg, brakeman, Crookston, Minn.; Mathias H. Brus, brakeman, Melrose, Minn.; Clifford W. Hamilton, car repairer, Whitefish, Mont.; John F. Lembecke, blacksmith welder, St. Cloud, Minn.; John J. Leach, patrolman, Seattle, Wash.; John Mikkelsen, section foreman, Sioux Falls, S. D.; William R. Minogue, assistant agent, Minneapolis, Minn.; Nels C. Newberg, brakeman, Minneapolis, Minn.; Charles F. O'Connor, conductor, Minot, N. D.; Jerome C. Reitsma, machinist, Minneapolis, Minn.

George E. Schmidt has been appointed manager of the Williston, North Dakota, Chamber of Commerce. Schmidt moves to Williston from Wahpeton where he served in a similar capacity.

* * *

The 1955 Portland, Oregon, Rose Festival will be observed June 8 through 12.

* * *

Albert Erickson, since 1949, advertising director for the State of Montana, resigned effective April 1. He is succeeded by John R. "Jack" Hallowell of Great Falls.

* * *

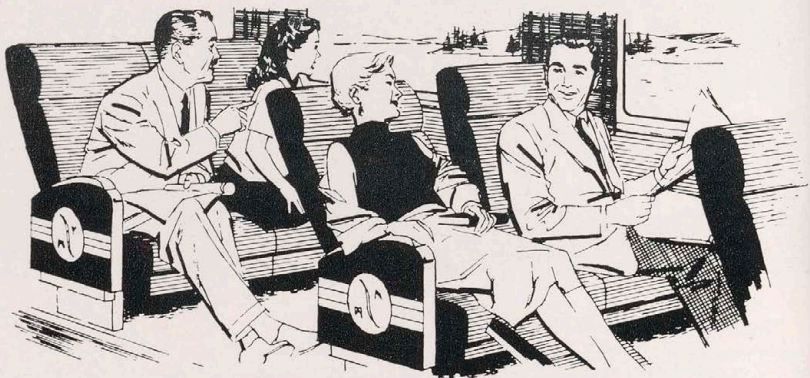
Albert R. McKeen of Whitefish, Montana, has been appointed GN safety supervisor for lines west of Williston, North Dakota. He will headquarter at Spokane, Washington.

* * *

Fred W. Albachten, GN superintendent of dining cars, Seattle, Washington, retired on March 31. Succeeding Albachten whose railroad career began in 1901 is James W. Kirby, assistant superintendent of dining cars at Great Falls, Montana.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



GO GREAT

BETWEEN CHICAGO-SEATTLE-PORTLAND

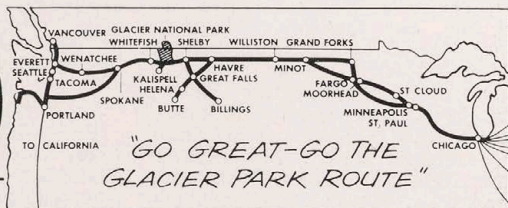
Go Great! Go 'The Glacier Park Route.' Really *relax* on the streamlined Empire Builder or Western Star. Great scenery, great comfort, great food. Wide choice of Coach or Pullman accommodations. Go Great Northern!

EMPIRE BUILDER

via FARGO
MINOT—SPOKANE

WESTERN STAR

via ALEXANDRIA—FARGO
GRAND FORKS—GREAT FALLS



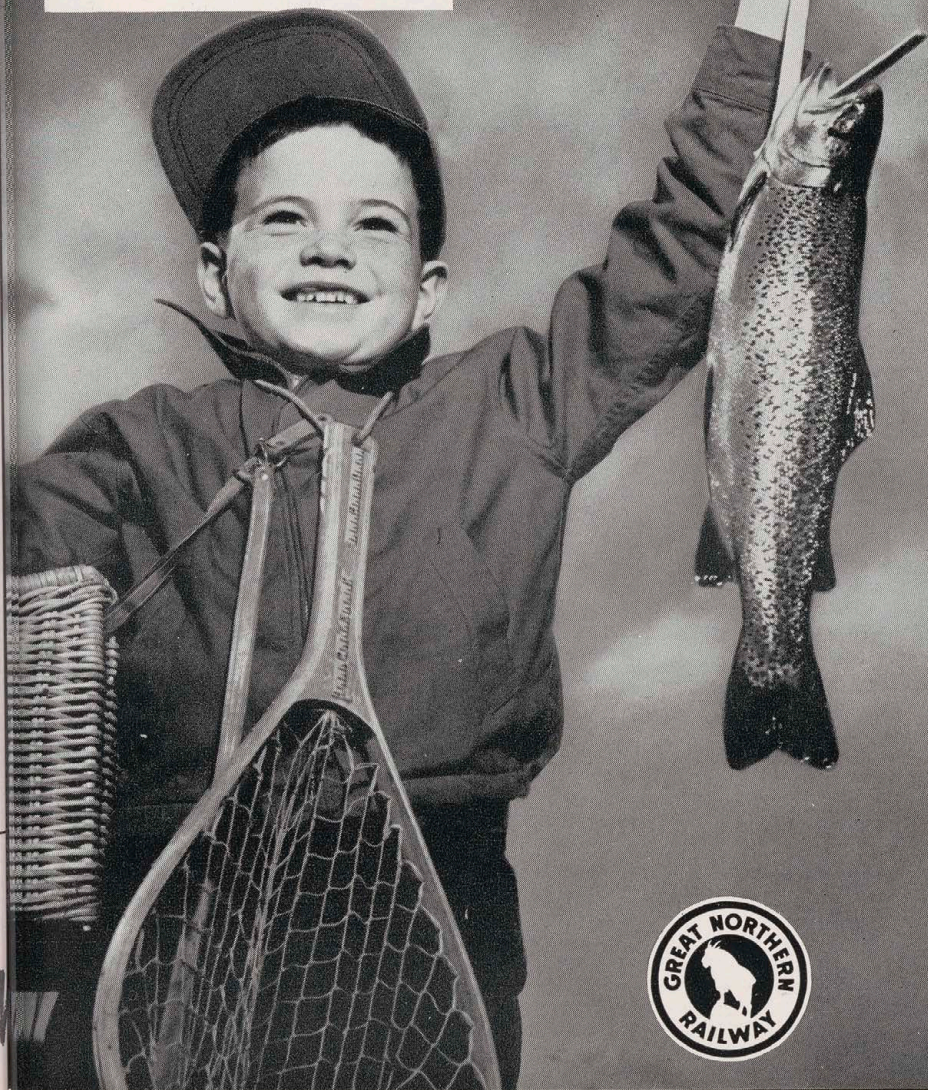
YOU GO GREAT WHEN YOU GO

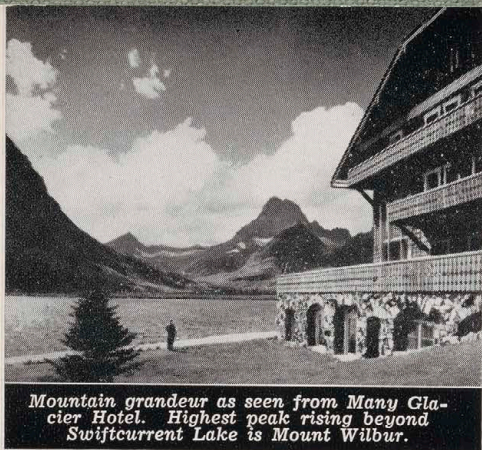
GREAT NORTHERN

The Great Northern

GOAT

MAY 1955





Mountain grandeur as seen from Many Glacier Hotel. Highest peak rising beyond Swiftcurrent Lake is Mount Wilbur.



Picturesque Lake McDonald Hotel nestles beneath giant cedars a short distance from Glacier's western gateway.

GLACIER-WATERTON HOTELS

Year after year Glacier National Park in the Rocky Mountains of Montana, increases in popularity with summer vacationists, yet remains an unspoiled, uncrowded mountain wilderness with comfortable hotel accommodations at reasonable cost and an abundance and variety of recreational activity to please everyone.

While many visitors remain at Glacier for extended periods, the majority take advantage of the low-cost, all-expense stop off tours of one, two, three, four and five days' duration, designed especially for those whose time is limited or who would combine the beauties of Glacier with those of other vacation areas.

On even the shortest of the all-expense stopover tours for 1955, travelers drive among or across 74 spectacular mountains, with additional vistas of many more, massed in colorful splendor to the Canadian border and beyond.

Five of the most beautiful of Glacier's 200 peak-reflecting lakes are seen on this short visit, which begins at 12:30 in the afternoon with arrival of Great Northern's Western Star at Glacier Park Station, eastern en-

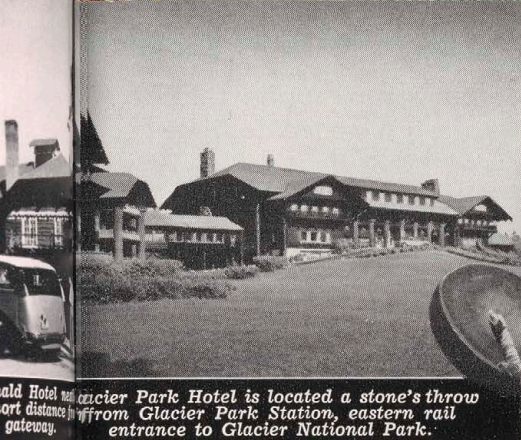
trance to the Park, and ends after luncheon the next day, when passengers rejoin the streamliner at Belton, western gateway.

Six of the Park's 60 glaciers are viewed, shining above dense forests and mountain valleys ablaze with wild flowers. Nine waterfalls and cascades, each different in formation, add more beauty to the tour. The highway also crosses or runs along eleven scenic rivers and streams.

This introductory stopover, as well as longer tours, will connect with the Western Star from June 15 through September 9. The longer schedules cover additional sections of Glacier and its Canadian neighbor, Waterton Lakes National Park in Alberta, and provide more time for fishing, riding, hiking, boating, golf and other entertainment at various hotel centers. Rates which range from \$23.50 for the one day tour and \$83.00 for the five day trip, include motor coach sightseeing, Federal transportation tax, launch trips, accommodations and meals at the noted hotels in the two parks, based on two persons to a room. Rates per one person to a room are slightly higher.

Passengers may stop over for a

old Hotel and
port distance
gateway.



Glacier Park Hotel is located a stone's throw
from Glacier Park Station, eastern rail
entrance to Glacier National Park.

TELS OPEN JUNE 15

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our either westbound from Chicago,
the Twin Cities or other points, or
eastbound from California and the
Pacific Northwest, then continue
their journey at no additional rail
fare. Special three day north and
southbound trips have been arranged
especially for vacationists en route
or from holiday spots in the Cana-
dian Rockies.

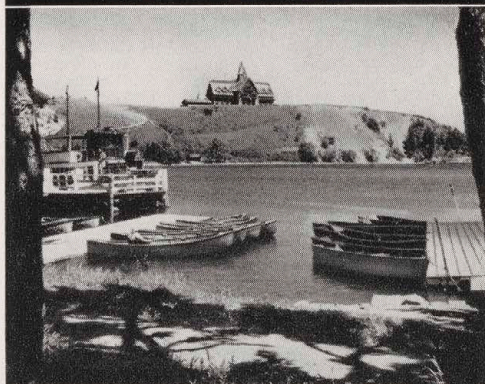
This season will find it easier than
ever to enjoy a Glacier Park vaca-
tion. Great Northern travel experts
have pre-arranged everything into
one convenient, economical package
—special round trip coach or first
class rail ticket; motor coach trans-
portation, sightseeing and launch
cruises; hotel accommodations for
two nights at Glacier Park, Many
Glacier and Prince of Wales Hotels,
and all meals American plan com-
mencing with dinner at Glacier Park
Hotel the day of arrival and ending
with luncheon at Lake McDonald
Hotel the sixth day.

Costs, including U. S. transporta-
tion tax of 10 per cent, begin at
\$136.63 from Minneapolis and St.
Paul, and \$156.26 from Chicago, in-
cluding luxury coaches. Correspondingly
low rates from other points.

Three



Blackfoot Indian chieftains in full tribal
regalia are on hand to welcome visitors
to Glacier National Park.



Famed Prince of Wales Hotel in Waterton
Lakes National Park in Alberta, Canada,
adjoins Glacier on the north.

The Great Northern



Vol. 25

May, 1955

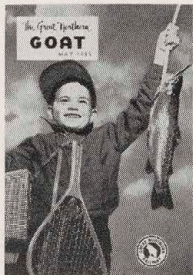
No. 5

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



Cutthroat, rainbow, Eastern brook, silver and lake trout, the grayling and Kamloops make the Pacific Northwest the prime trout section of the continent.

A. Devaney photo.

Four

Domes for Empire Builder; Fastest Schedule Slated

Addition of Great Northern's first dome cars to the Empire Builder fleet and inauguration of the fastest running time of any streamliner from Chicago to Pacific Northwest coast points via the Twin Cities, are scheduled for May 29.

The Empire Builder's westbound schedule will be shortened by one hour—from 45 to 44 hours to Seattle and 43½ hours to Portland—to permit a later departure time from Chicago. Effective May 29, the streamliner will leave Chicago's Union Station over the Burlington Lines at 2 PM (CST) daily instead of at 1 PM as at present.

Assuming that Great Northern will be the only one of the three lines operating over the northern route (via St. Paul and Minneapolis) to change its westbound schedule, the Empire Builder's running time from Chicago will range from 25 minutes to 2½ hours faster than the two competing lines to Pacific Northwest points.

Arrival times of GN's top trans-continental streamliner in Spokane, Seattle and Portland will not be affected by the faster running time, and no change in the eastbound schedule of the Empire Builder is anticipated.

Delivery of Great Northern's \$6-million purchase of 22 dome cars for Empire Builder service began early in May. The company is acquiring 16 coach and six full length dome cars from the Budd Company of Philadelphia. The dome coaches, seating 46 passengers in the lower levels and 24 on the upper decks, are being delivered first and at the rate of one car per week. When delivery of the new equipment is completed in early Fall each of the five Empire

(Concluded on page 6)

THE STREAMLINED EMPIRE BUILDER

Fort Benton Celebrates

An episode from the colorful history of one of Montana's oldest cities was recalled on April 1 with the dedication at Fort Benton of Great Northern Railway's new passenger and freight station.

Highlight of the community-wide ceremony was presentation of the original silver spike driven by "Empire Builder" James J. Hill to commemorate the completion of his line into Fort Benton on September 29, 1887.

For 68 years the historic memento has been in the family of Jere Sullivan, then mayor of Fort Benton, who received it from the hand of Mrs. Hill.

During the April 1 ceremonies, Fort Benton attorney H. F. Mills, custodian of the spike for the Sullivan family, handed the memento to Mrs. Mary Sullivan Wilford of Helena, daughter of Jere Sullivan. Mrs. Wilford then gave the spike to the present mayor T. B. Van Horn, who in turn, presented it to Harry Surles, superintendent of Great Northern's Butte division.

The spike, backed by a brass plate recounting its history now is enshrined in a glass-faced case in the waiting room of the new station.

A surprise feature of the celebration was the presence of Mrs. L. K. Devlin of Havre, who, as a small girl, witnessed the driving of the spike by Mr. Hill in 1887.



Mrs. Wilford and Mr. Surles inspect the silver spike which was driven in 1887 at Fort Benton by James J. Hill.

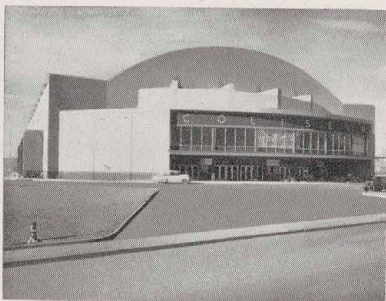
Great Northern's completely modernized station at Fort Benton is a long, low structure, partially brick veneered with white cedar siding. Brick planting areas both inside the waiting room and on the exterior, complete the modern decor. The waiting room and office have beamed ceilings and knotty cedar walls. Concrete floors are covered with asphalt tile.

Founded 105 years ago in 1850 as part of the American Fur Company, Fort Benton at the head of navigation on the Missouri River, and the eastern terminal of the famous Mullan Wagon Road to Walla Walla, head of navigation on the Columbia, was one of the biggest and most important of Montana pioneer communities.

Great Northern Railway's new passenger and freight station at Fort Benton, Montana.



Spokane's Dream Realized



The recently-completed, multi-purpose Coliseum at Spokane, Washington. Spokesman-Review photo.

A 29-year-old dream has finally flowered into the steel and concrete reality of Spokane's splendid new Coliseum. Serving as a magnet to draw headliner attractions to the city, the multi-purpose Coliseum will promote the growth and prosperity of the Inland Empire by providing the finest of entertainment and cultural advantages to its citizens.

The mammoth structure, fronting on two major arterial streets a short distance from the city center contains 4,275,000 cubic feet in all and has an area of 82,000 square feet.

Banquet groups up to 2,500 persons can be accommodated on the main floor of the auditorium, and by utilizing the mezzanine and balcony, this capacity can be doubled.

Events on the main stage, can accommodate crowds up to 8,000. Where the entire stage area is unneeded, this capacity may be increased to 9,000.

For sports, seating capacity ranges from 6,000 for hockey to 8,500 for boxing and wrestling. For basketball, the Coliseum seats 7,000.

The auditorium will seat up to 6,000 for horse shows, ice shows and

circuses. Political conventions, with small stage in the center of the area could utilize the auditorium's top capacity of 9,000.

The Exhibit Area, which totals 43,570 feet, has facilities for installation of 160 movable display booths. Conference rooms provide meeting space for 2,500 in addition to those who can be accommodated in the main auditorium.

The auditorium can be transformed into a music hall with slanting floors in a few hours. To accommodate crowds of various sizes, seats may be removed and excess floor space closed off.

Because of the built in convenience features, setting up for an event or cleaning up after can be done in record time, making it possible to hold two or three events in the same day, should the need arise.

For presentation of ice events, more than eight and a half miles of pipe laid into the auditorium floor make possible the freezing of an ice sheet 190 by 80 feet in just eight hours. After an event, the ice is broken up, shoved by a miniature bulldozer into pits at the sides of the stage, there to be melted by steam and carried off into sewers.

DOMES CARS—concluded

Builder trains will have three coach dome cars and one full length dome car. One car of each type will be held in reserve.

Inauguration of dome car service will begin simultaneously on the westbound and eastbound runs of the Empire Builder from Chicago and Seattle. The second group of five coach domes will be assigned to the Pullman section of the streamliner until Great Northern receives the full length dome cars, designed for use in the sleeping car portion of the train.

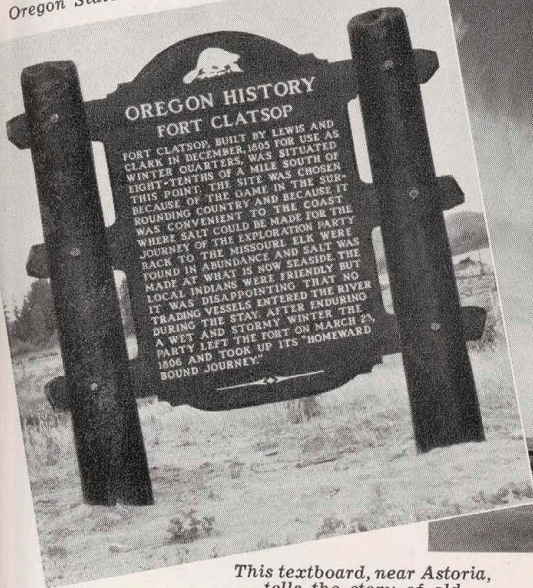
Six

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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Oregon State Highway Commission photos.



This textboard, near Astoria, tells the story of old Fort Clatsop.



Flagpole at Seaside marks the westernmost camp of the Lewis and Clark Expedition.

End of the Lewis and Clark Trail

The year 1955 marks the 150th anniversary of the arrival of the famed explorers, Captain Meriwether Lewis and Captain William Clark, at the Pacific Coast, to barter with the Indians and to carry out President Jefferson's directive to look over the Oregon country.

Special events have been planned during the year in Oregon, Washington, Idaho, Montana and North Dakota, to observe the Lewis and Clark Sesquicentennial, and to honor the men who carried out one of the most important explorations in United States history.

Seaside, northwestern Oregon coastal resort city is a far cry from the locality as the explorers knew it in

1805-06, but a few miles to the east at Fort Clatsop, the scene has not greatly changed from that of a century and a half ago. Except for a power line, a log raft in the river, and perhaps for a farm woman's washing hanging nearby, the scene is just about as green and peaceful as it must have been when Lewis and Clark chose it.

Just previously to establishing the Fort, the explorers spent some time on the shores of Gray's Bay on the north bank of the Columbia River opposite the present city of Astoria.

Monotony of the winter at Fort Clatsop was broken when the men would change shifts at a salt cairn

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Albert P. Claypool



Mr. Claypool

Albert P. (Bert) Claypool, Great Northern Railway general agent at Atlanta, Georgia, since the office was opened in 1948, died on April 1. He is survived by his wife and one son.

Mr. Claypool joined the railway at Philadelphia in 1927 as a steno-clerk. He served successively as chief clerk, city freight agent and city passenger agent there before appointment as general agent in charge of the Atlanta traffic office.

During World War II Mr. Claypool was transportation officer for the Office of Defense Transportation in New York City.

LEWIS AND CLARK—concluded

located at the present city of Seaside. Men at the cairn were engaged in making salt from sea water and in hunting to replenish the Fort Clatsop larder. Elk was the chief game animal. Location of the Fort was near the lodges of friendly Tillamook and Clatsop Indians who helped provide food, including whale blubber.

It is believed the explorers chose the Fort Clatsop site for their winter quarters because of its accessibility to the coast and the Columbia River, and because they wanted a location close to the mouth of the Columbia, in order to meet trading ships to obtain supplies for the return journey.

Actually a ship with supplies never arrived, and the expedition was forced to leave with only the supplies obtained from the Indians and by their own means.

Eight

Montana Band Travels GN

The 85 members of the Sunburst, Montana, High School Band in charge of Mr. V. P. Mauritsen, director of music, were passengers on Great Northern's streamlined Western Star returning from the recent Northwest Music Educators Conference at Eugene, Oregon.

A stop at Seattle en route included a Gray Line sightseeing tour of the city, and a ferry trip to Bremerton with a visit to the Navy Yard and the U.S.S. Missouri.

The Sunburst Band was one of several top high school musical units to entertain the more than 1,000 educators who attended the annual conference.

Sunburst, Montana, is located near the Canadian border about 30 miles north of Shelby.

Five Year Safety Record

A safety record unequaled in Great Northern history was made on May 2, 1955, when the railway's St. Paul, Minnesota, Dale Street Shops completed five years of accident-free operation. Under I.C.C. rules and regulations, a reportable injury is one which incapacitates an employee for more than three days during the 10-day period following an accident.

Great Northern's 1953 and 1954 system safety records were the best among the nation's largest rail lines. For its mark in 1953, the company was given the coveted Harriman Gold Medal, awarded annually for the best safety record of the largest (Group A) Class 1 railroads, and a special citation from the National Safety Council. GN's 1954 record was even more impressive as the railway again ranked first among the larger lines.

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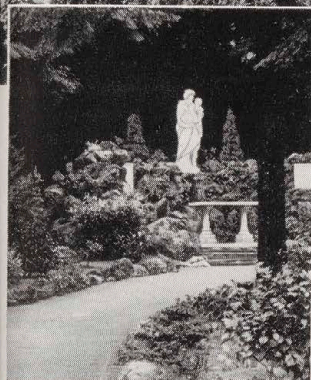
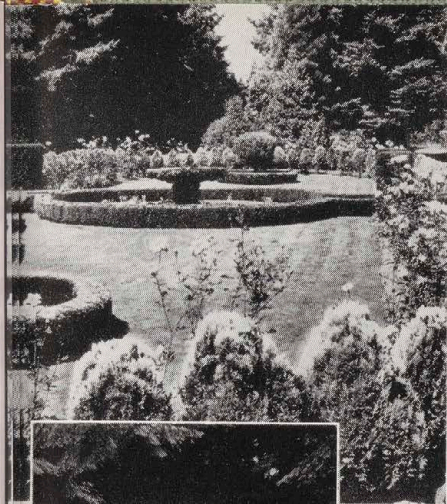
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Above: The Servite Monastery, home of the priests and brothers who serve the Sanctuary.

Upper left: The Sanctuary's Rose Garden is encircled by a border of golden arbor vitae.

St. Joseph's statue, chiseled from Carrara marble, stands in a rugged forest setting.

The World's Outstanding Shrine To Universal Motherhood

A pilgrimage which is inspiring at any season of the year is the visit to one of the most beautiful outdoor sanctuaries in America. Travelers of all faiths are impressed by the harmony of fine art in a setting of forest, shrubs and wildflowers covering the cliffs and grottos of the Sanctuary of Our Sorrowful Mother in Portland, Oregon.

Just off a busy boulevard the quiet paths of the sanctuary are as hushed, peaceful and serene as a great cathedral. At intervals along the winding walk are unusually fine scenes in bronze picturing the Fourteen Stations of the Cross.

The walk emerges upon an outdoor chapel facing a grotto where

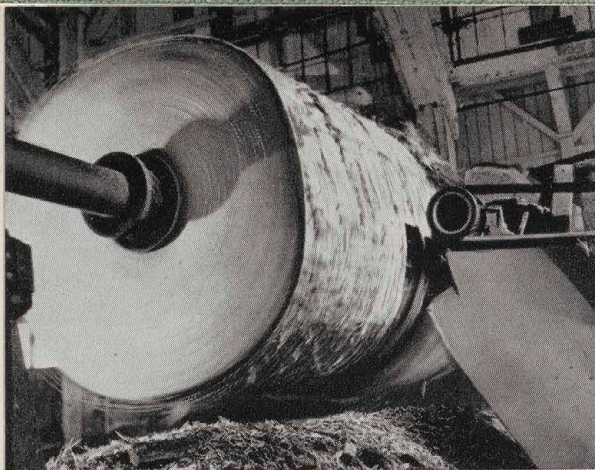
the altar is surmounted by a marble replica of Michelangelo's *Pieta*. This lower terrace is distinguished by other sculptural groups, each enhanced by the forest and rock formations, the sunken gardens and wildflowers spreading over 60 acres at the base and top of the cliff.

An elevator takes visitors to the upper terrace where the great statue of the Sorrowful Mother, the St. Joseph Grove, the exquisite wood carvings along the Way of the Sorrowful Mother, the monastery of the Servite Fathers and a famous rose garden are located. From this terrace the visitor also gets a superb view of the City of Portland and the

(Concluded on page 12)

Nine

THE STREAMLINED RED RIVER



In "barking" the log, a high speed gouging wheel rips away the outer surface of the "peeler block" down to solid wood.

Fir Plywood Industry's Golden Jubilee 1905-1955

The Fir Plywood Industry, this year observing its 50-year spectacular rise as the producer of "America's Busiest Building Material," had humble beginnings in a little box and drum factory on the banks of the Willamette River near Portland, Oregon.

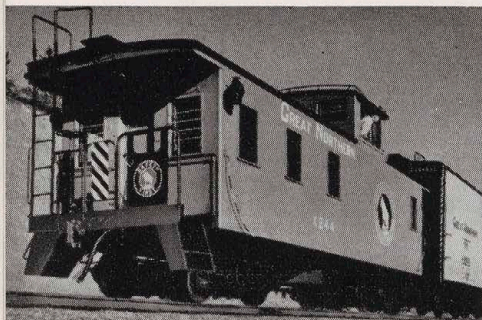
A few hastily assembled panels, manufactured for display at the 1905 Lewis and Clark World's Fair Exposition in Portland, marked the birth of an industry which in the short space of half a century has blossomed into a 400 million dollar annual business employing 24,000 workers in nearly 100 mills in Washington, Oregon and California. These are the plants which compose the Western Fir Plywood Industry and which account for two-thirds of all the nation's plywood and 95 per cent of all softwood plywood.

Fir plywood is engineered built up of an odd number of cross grain layers, literally taken apart and put back together as flat panels idly suited to many methods.

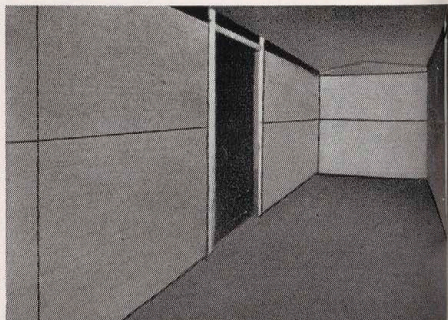
While in the last 50 years in Europe had been utilized previously in many ways, it was not used until 1903 in the United States. It was cut or "unwound" on a circular saw, dried, and run through a steam smearer. Sheets were placed together in a home made press made up of house jacks. Today, though tremendous advances have been made, the process is still the same.

A high speed gouging wheel chisels the outer covering of the log. The clean

(Continued on page 10)

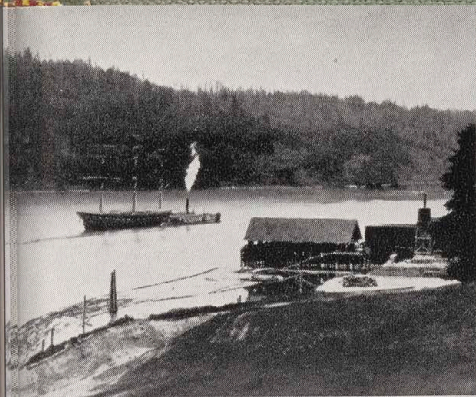


A modern caboose, one of many on Great Northern Railway utilizing Douglas fir plywood from the Pacific Northwest.

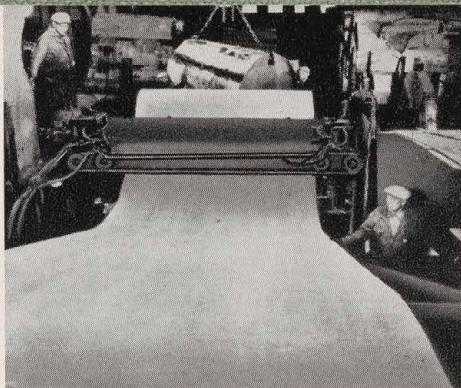


Plywood rides the rails in more than 150,000 units. Fir plywood panels provide a tough, smooth lining for box cars.

er trimm
od panels
again



Birthplace of an industry. Here is where fir plywood was born—The Portland Manufacturing Company in Oregon.

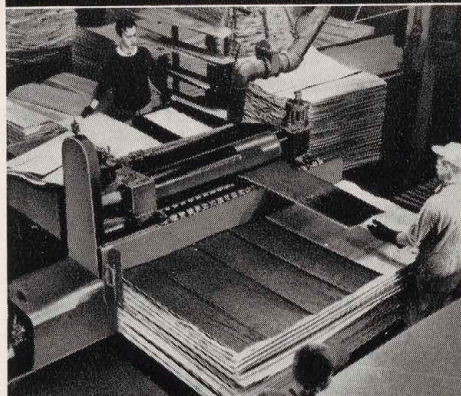


A peeler block rotated against a keen cutting edge is literally unwound into a continuous strip of veneer.

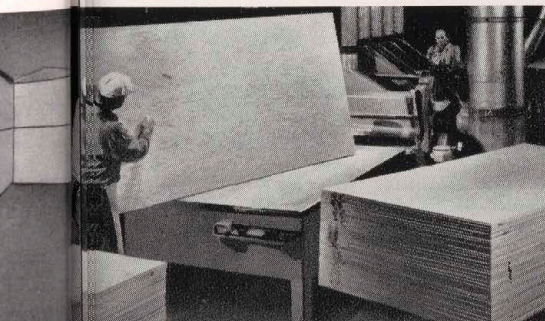
Fir plywood is an engineered building material built up of an alternate of cross grain plys. The tree is literally taken apart and put back together again in flat panels suited to modern construction methods.

While in use in Europe, certain other woods had been used previously in making panels, fir was not used. In the initial process, fir veneer was cut "round" on a crude lathe, trimmed, dried, and brought through a steam kiln. Then, glue-smears were placed together under pressure in a home-made press made up of heavy planks and house jacks. Although tremendous technological advances have been made, the process remains basically the same.

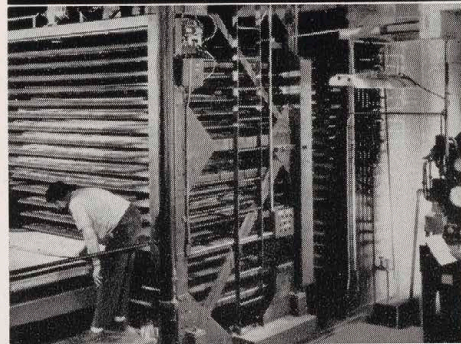
A high rotating wheel chews away the bark or outer covering of the log. The clean block is positioned



At the "out" end of the glue spreader, sheets are assembled with alternate dry veneer in three, five and seven ply panels.



After trimming to precise tolerances, fir plywood panels are sanded smooth and graded again before being shipped.



Heat and pressure cure the phenolic resin adhesive used in exterior type plywood producing an irreversible bond.

FIR PLYWOOD—concluded

in a lathe and rotated against a knife. The continuous sheet of wood, usually 1/10 to 1/16 of an inch in thickness, comes away much as paper is unwound from a roll.

A clipper, manned by a highly skilled technician cuts the stream of veneer into desired widths, separating defective portions and obtaining as many clear sheets as possible. The material is dried in a steam oven after which alternate layers are put through equipment which applies adhesive. Separate sheets are assembled into three, five or seven ply panels. A hydraulic hot press applies pressure and at the same time "cures" the bonding material. The result is a rough panel which is precision trimmed to size and sanded smooth.

Door manufacturers were the first buyers of fir plywood and for years plywood plants were simply adjuncts to door firms. Eventually manufacturers began branching out by selling the product for use as a trunk stock and for drawer bottoms; then the automobile industry ordered hundreds of thousands of feet of panels for making running boards and floor boards.

Probably the most important single technical advance was development of a completely waterproof adhesive which meant vast new markets in building, in boats, in farm structures, signs and a wide variety of industrial applications. Today, fully 25 per cent of all fir plywood is of the exterior type with waterproof glue. Industry leaders look for the day when all fir plywood will be made with moistureproof bond.

Came World War II when 31 mills turned over their entire output to government needs. Plywood built GI huts, offices and theaters in the South Pacific and in the Aleutians. Plywood PT boats staged the first

forays against the Japanese, and plywood assault boats carried troops across the Rhine in 1944. Some 30,000 feet of the material went into every Liberty ship built during the war. A tribute to the soundness of the industry-wide quality control and standardization program is the fact that during the war there was never need of a government inspector in a plywood plant. The grademark was all that was needed.

Plywood rides the nation's rails in more than 150,000 railroad cars. Great Northern moved to fir plywood in 1944, building more than 2,000 box cars with the versatile panels in three years. The railway reverted to steel when, after the war, it became more readily available, but when the company found it necessary to renovate wood-sheathed cars of older vintage, plywood was utilized. Surveys had revealed that it not only was more durable than conventional wood siding, but retained its original appearance longer.

In this, the industry's Golden Jubilee year, the Western Fir Plywood Manufacturers expect to produce enough of these panels to make a four-foot wide ribbon of plywood winding seven and a half times around the world. Current forecasts of future demand indicate that by 1970, that hypothetical pathway of one year's production would stretch from the earth to the moon! This is figured on the basis of 3.9 billion square feet production in 1954 and 7 billion square feet in 1970.

SANCTUARY—concluded

lovely Columbia River Valley with Mount Hood and other snow caps shining in the distance.

The Sanctuary is one of the features of conducted sightseeing tours in Portland or may easily be visited by individuals, even on a short stop-over between trains.



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Goat Gaieties



Semi-Qualified

A hillbilly was called as a witness in a law suit.

"Can you write?" asked the lawyer for the plaintiff.

"Nope."

"Can you read?"

"Well, I kin read figgers pretty good, but I don't do so good with writing. Now take these signs along the roads. I can tell how furto but not whurto."

* * *

Economy Drive

A couple of Scotsmen were walking along a road and one was jingling something in his pocket.

His pal asked, "Jock, you must have plenty of money in there."

"Oh, no," said Jock, "that's my wife's false teeth. There's too much eating between meals in our house."

* * *

20-20 Vision

Mildred: "Which do you think is more important to a girl, beauty or brains?"

Lillian: "Well, let's put it this way . . . most men can see better than they can think."

* * *

Good Excuse

Wife: "What do you mean by coming home half drunk?"

Husband: "It's not my fault—I ran out of money."

Science in Industry

The newly-hired psychologist personnel manager, after interviewing dozens of feminine applicants for the position as secretary to the boss had narrowed the field down to three.

"And now for the final test," he said.

The first girl was called in and asked, "How much is two and two?"

"Four," she replied.

The second girl when asked the same question replied, "It could be 22."

The third girl said, "It might be four and it might be 22."

After the last girl had left, the psychologist turned to the boss. "There," he said, "you have the perfect example of the scientific way of hiring people. The first girl said the obvious thing. The second showed imagination, and the third was both practical and imaginative. Now, which girl shall we hire?"

Unhesitatingly the boss announced, "I'll take the blonde in the pink sweater."

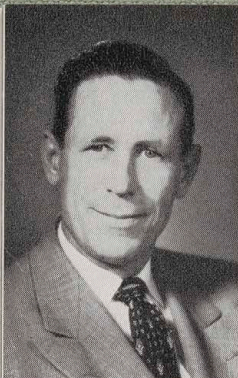
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Don't Forget the Indians

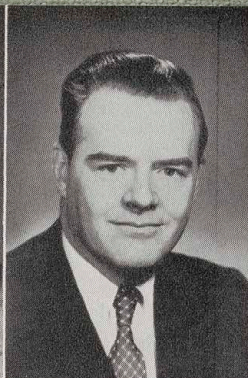
The TV repairman was trying to locate the trouble in a friend's set. The six-year-old had watched the whole operation, fascinated. "I'll bet," he said, "if you'd clean out the dead cowboys from the bottom of the set it would work again."

Thirteen

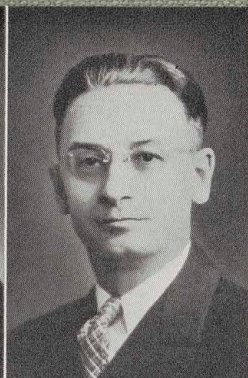
GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



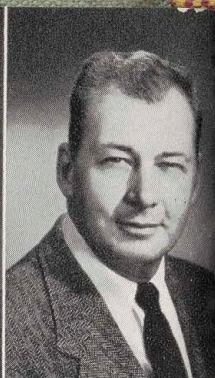
Whitman



Colliton



Hemmesch



Shober

Great Northern Operating Officials Move

R. H. Whitman of Seattle, Washington, superintendent of Great Northern Railway's Cascade division, has been granted a leave of absence to become head of the U. S. Government-operated Alaska Railroad, with headquarters in Anchorage.

Succeeding Mr. Whitman as chief of the Cascade division is William D. Colliton of Klamath Falls, superintendent of Great Northern's Klamath division in south central Oregon.

Ralph H. Hemmesch of Grand Forks, North Dakota, operating head of the railway's Minot division, has been transferred to the Klamath division superintendency.

Robert H. Shober, terminal trainmaster at Seattle, moves to Grand Forks to assume the superintendency of the Dakota division succeeding Mr. Hemmesch. Replacing him at Seattle is Douglas D. Hoag, assistant trainmaster at Vancouver, British Columbia.

As General Manager of the Alaska Railroad, Mr. Whitman will boss the 470-mile line which links Seward and Anchorage with Fairbanks. He learned telegraphy as a boy on the Canadian National and began with Great Northern as a telegraph operator in 1928, moving up through the ranks as a dispatcher, rules exam-

iner and trainmaster, becoming Cascade division superintendent in 1953.

Colliton, who will be operating chief of Great Northern lines west of Wenatchee, Washington, left Seattle only last December to become superintendent of the Klamath division. He previously was terminal trainmaster at Seattle. A transportation graduate of the University of Pennsylvania, he began railroading during summer vacations. For a period of his overseas service in World War II he operated the railroads of Corsica.

Mr. Hemmesch has been Dakota division superintendent since 1951. He joined Great Northern in 1913, serving in various capacities before appointment as trainmaster at Willmar, Minnesota, in 1941. He became rules examiner at Willmar in 1945 and from 1948 until 1951 was superintendent of the Klamath division.

Mr. Shober has been a Cascade division trainmaster at Interbay, Washington, since late last year. With the railway starting in 1936, he held various positions on the Mesabi division until appointment as assistant trainmaster on that division in 1950. He was trainmaster with headquarters at Kelly Lake, Minnesota, from 1951 to 1954.

A pretty Indian girl plays a model of "The Lone Eagle" Carnival apparatus stand to

All-Indian V

More than a thousand whoop it up this morning on the Lummi near Bellingham. In occasion of the Northwest Stomish Water the Pacific Northwest and color

The Stomish is an all-Indian thrilling war canoe race. Puget Passage, Puget canoes from the Canada will part racing races where the opponent so full as a full, ste

The canoes use are exact replicas of war canoes which were used by the Indian villages.

YOUR FREIGHT



A pretty Indian girl in tribal regalia, displays a model of a Lummi war canoe.

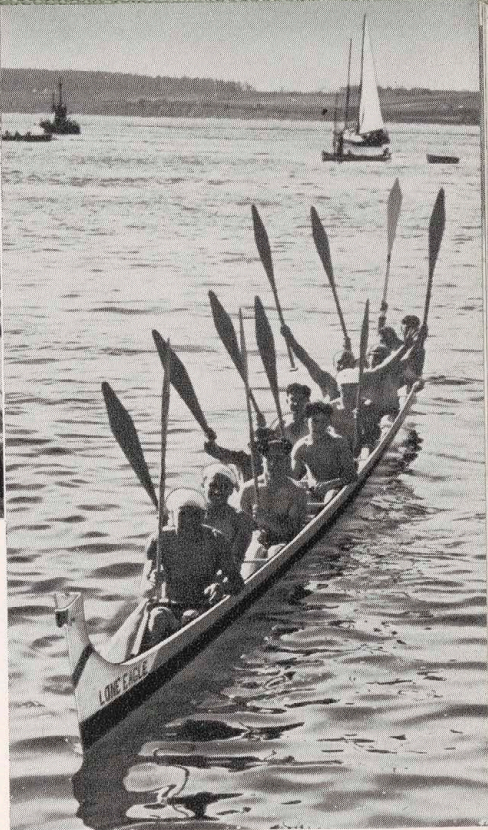
The "Lone Eagle" from the Lummi Water Carnival approaches the judges' stand victoriously.

All-Indian Water Carnival

More than a thousand Indians will whoop it up this June 17, 18 and 19 on the Lummi Indian Reservation near Bellingham, Washington, on the occasion of the Ninth Annual Lummi Stommish Water Carnival, one of the Pacific Northwest's most unusual and colorful pageants.

The Stommish (warrior) Carnival is an all-Indian show highlighted by thrilling war canoe races in Hale's Passage, Puget Sound. About 15 canoes from the United States and Canada will participate in the slam-bang races where just about anything goes. A paddle across the back of an opponent sometimes is as helpful as a full, steady stroke.

The canoes used in the big races are exact replicas of the dreaded war canoes which once roamed Puget Sound terrorizing peaceful Indian villages. Carved from whole



cedar logs until they are almost paper thin, the sleek racing craft are painted in brilliant reds, yellows, browns and greens. About 50 feet long and two feet wide, they are manned by 11 braves, six paddles on one side and five on the other. Every 20 strokes or so, the paddlers switch sides skillfully to avoid tiring.

The race is not alone a test of speed, but also of seamanship and sometimes brute strength. Stakeboats mark the turns of the triangular, three-mile course, and the canoes attempt to pivot rather than sweep wide around them. Often, the

(Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

OPEN ROAD TO VACATIONLAND



WATER CARNIVAL—concluded

pivoting boats crash into one another, breaking bows and cracking sides. In order to break loose from the melee, it is considered quite ethical for the crews to swat one another across the back or shoulders with their paddles.

The big canoe races are held Saturday and Sunday afternoon, but the pageantry continues throughout the three-day carnival. There are Indian Paddle Dances, ceremonies and parades. There are one-man and two-men races and tip-over races. The Stommish features a genuine salmon bake. More than 3,000 pounds of salmon are barbecued Indian style on the sandy spit over-looking Bellingham Bay.

The Stommish Water Carnival is a revival of an old Indian celebration commemorating the ending of hostilities between the Lummi and Northern Indians in 1821. Visitors may conveniently reach the Stommish grounds from Bellingham, Washington, on Great Northern's coast line.

Sixteen

New Box Cars for GN

Construction of 1,000 new steel box cars is under way at Great Northern Railway's St. Cloud, Minnesota, shops, with cars coming off the assembly line at the rate of 12 units daily.

These are cars of 50 tons nominal freight capacity and are 40½ feet long. Half will have double side doors with total width of 15 feet to accommodate large shipments. The other 500 will have single doors six feet wide.

Top Red Cap

Personifying the high standards of courtesy and service the railroads strive to maintain is Edmund James Galvin, chief usher at Chicago Union Station since 1928, and a member of its team of red caps for more than half a century.

Fifty-two years ago February 1, young Galvin started toting baggage in the old Chicago Passenger Station, predecessor of the present Union Station. Seventy years old last September, he carried luggage with the best of them until a couple of years ago, and he still lends a capable hand when it's needed.

Through the years Eddie has served high and low alike with the hearty good humor that is his trade mark. He has become confidante and confessor to members of two and three generations of the same families. Guest lists at some of the most exclusive of high society weddings have included the name of Eddie Galvin.

His personal headquarters now are near the outbound cab stand and the sign on his desk says "Special Representative". That means he is there to do what he can for countless travelers from all parts of the world who have come to regard the beaming Irishman as the personification of courtesy.

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Visitors to Los Angeles' famed La Brea tar pits may see the actual remains of Saber-Tooth Tigers and other pre-man age creatures imbedded in the black, treacherous tar. Life size statues of various ancient beasts are set up beside the pits from which the remains were taken.

The Channel Islands of Southern California

The Channel Islands of Southern California are a string of eight wild, exotic, subtropical outcroppings on the Pacific Ocean, between 20 and 30 miles offshore. All are clearly visible from the mainland, and almost every visitor to Southern California has seen them, rising rugged and abrupt from the Blue Pacific. Yet there is much mystery about all but one.

The one known to almost everyone is Santa Catalina, the island paradise famous for its undersea gardens, flying fish and the colorful resort section surrounding Avalon Bay.

Few people realize that Catalina is just one of these offshore sentinels which could be, in time of conflict, important bastions to our coastline.

Although visitors are welcome only on Catalina, more and more vacationers are getting to know the other channel islands—for their picturesque coves and sea caves, their fine subtropical fishing and their pleasant yacht havens.

From the mainland traveling north, the visitor first sees San Clemente followed by San Nicolas, Santa Catalina, Santa Barbara, Santa Cruz, Santa Rosa and San Miguel. The eighth island is a small cluster of "islets" called Anacapa, an Indian name meaning "The Everchanging."

Santa Cruz and Santa Rosa are the most likely to be developed someday into an offshore resort center

(Concluded on page 18)

Seventeen

THE STREAMLINED EMPIRE BUILDER

CALIFORNIA—concluded

resembling Catalina. Today, they are privately owned and confined to cattle raising. On Santa Cruz can be found wild boar. Many famous sportsmen, including Chief Justice Earl Warren, have hunted the boar as guests of the island's owner.

Birds and vegetation unique to the United States are found on Santa Cruz and Santa Rosa, and skeletons of pygmy elephants have been unearthed among the wild canyons.

San Clemente, San Nicolas and Santa Barbara islands are government property, closely guarded by the Navy.

Of all eight, the only island where visitors are welcome is beautiful Santa Catalina, protected and nurtured for the public and containing more natural excitement and romance than any other area of comparable size in Southern California. Just 22 miles off the mainland, Catalina is reached conveniently from Los Angeles by boat.

Visitors find the island natural and peaceful. Trails and roads criss-cross the rugged twin mountain peaks that distinguish the island. Wildlife abounds; mountain goats with great horns, buffalo, wild boar. A bird refuge contains a vast assortment of strange and unusual creatures from eagles to talking Mynahs from India.

Along the coast, large herds of Southern California sea lions bark at swimmers or boats as they pass by, and Catalina's flying fish are the largest to be found anywhere, with a "wingspread" of 18 inches or more.

The naturally rocky floor of the ocean in the vicinity is uncluttered by silt, leaving the multi-colored sea vegetation to grow brilliantly in mass seaweed forests.

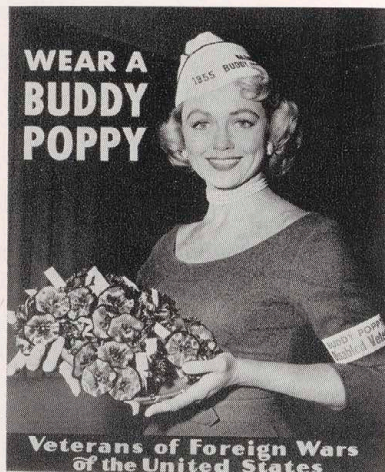
Eighteen

Chicago—Great Falls Sleeping Car Service

During the summer period the present 12 section one drawing room Pullman sleeping car operating between Omaha and Great Falls will be changed to operate between Chicago and Great Falls.

This summer line sleeping car will contain eight sections and five double bedrooms and will operate westbound from Chicago during the period June 18 through September 1, and eastbound from Great Falls 12:15 AM June 21 through September 4. Sleeping car will be handled on CB&Q trains 19-43 and GN train 43 westbound, and on GN train 42 and CB&Q trains 42-6 eastbound.

Sleeping car passengers en route to and from Glacier Park may conveniently transfer to and from the Western Star (GN trains 3 and 4) at Great Falls and be accommodated in seat space in sleeping cars between Great Falls and Glacier Park.



GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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FORM 9005 5-55

Goat Cleanings



Effective May 1, running times of trains 401 and 402 operating daily between Seattle and Portland were speeded up one hour resulting in 5:45 AM arrivals at both terminals. Sleeping cars and coaches may be occupied until 7:30 AM. Departure times from terminals remain unchanged at 11:45 PM.

* * *

The address of Great Northern Railway's Freight Traffic Office in Spokane, Washington, now is 815 Old National Bank Building.

* * *

R. C. Rose of Seattle has been named executive assistant, Alaska Steamship Company. He formerly was general passenger agent. S. G. Hayman, former assistant to the vice president and general manager, now is manager of the Alaska Line service department.

* * *

Plowville '55, this year's edition of Minnesota's annual soil conservation field days and championship plowing matches has been scheduled for September 16 and 17, at the Trosvik brothers' farm near Rothsay in Ottertail County. The event is sponsored jointly by WCCO Radio and the Minnesota Association of Soil Conservation Districts in cooperation with the University of Minnesota Agricultural Extension Service and the U. S. Soil Conservation Service.

Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1955, are: George E. Anderson, general fuel supervisor, St. Paul, Minn.; Ernest C. Baker, clerk, Hibbing, Minn.; William G. Carlson, engineer, Kelly Lake, Minn.; Julian E. Cole, relief agent, Whitefish, Mont.; Leo F. Frey, dining car chef, St. Paul, Minn.; William A. Glasow, warehouseman, Sandstone, Minn.; Stanley B. Gowrie, pipeman helper, Havre, Mont.; Gustave Hildahl, engineer, Sioux City, Iowa; James S. Mace, yardmaster, Kelly Lake, Minn.; Frank B. Reidell, engineer, Vancouver, Wash.; George Rose, car record clerk, Spokane, Wash.

Members reported pensioned during April, 1955, are: Frederick P. Branch, engineer, St. Paul, Minn.; Bernard G. Cahill, switch foreman, Breckenridge, Minn.; Carl A. Dups-laff, gang foreman, Wenatchee, Wash.; Ellsworth Graves, switchman, Minneapolis, Minn.; Fred J. Hodsdon, chef, St. Paul, Minn.; August J. Lundberg, motor car repairman, Goodland, Minn.; Stark K. Opheim, B & B foreman, Great Falls, Mont.; Leonard W. Scott, round house foreman, Minneapolis, Minn.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

GLACIER PARK

THE 'HUB' OF 5 GREAT VACATION TRIPS



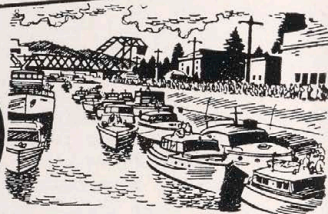
1 GLACIER AND YELLOWSTONE NATIONAL PARKS.
From Chicago as low as\$241.70
From the Twin Cities as low as \$222.06



2 GLACIER PARK AND THE CANADIAN ROCKIES.
From Chicago as low as\$286.00
From the Twin Cities as low as \$268.95



3 GLACIER PARK AND BANFF—LAKE LOUISE—JASPER.
From Chicago as low as\$300.00
From the Twin Cities as low as \$286.40



4 GLACIER PARK AND THE PACIFIC NORTHWEST.
From Chicago as low as\$289.50
From the Twin Cities as low as \$271.98



5 GLACIER PARK AND CALIFORNIA.
Details upon request from any Great Northern travel representative

Relax in comfort and safety in
Great Northern streamliners

BE CAREFREE, GO CAR-FREE... GO GREAT NORTHERN

The Great Northern **GOAT**

JUNE 1955

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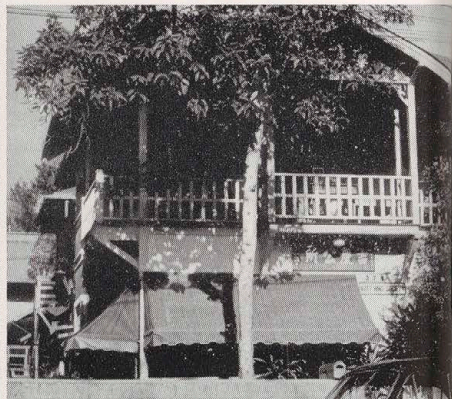




A few blocks away is the neon and chrome world that is downtown Honolulu, but in this dim Kukui street shop a Chinese laundryman makes little concession to the times except for an electric iron.



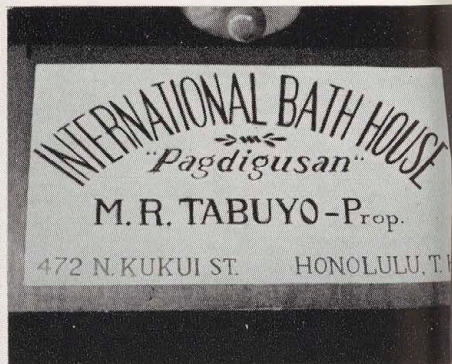
Along this lane of old and new, East and West, are goods from the orient, the Philippines and Mainland America.



The Kutt Hing society maintains a temple upstairs in this rambling old wooden, tin-roofed building.



Headquarters of the Tan Sing Dramatic Association intrigues Kukui Street visitors but is strictly tabu.



Signs of Kukui street are signs of Hawaii's multi-racial living. In the markets are smoked octopus and U. S. cake mix.

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SLUMMING *in* PARADISE



East meets west in Hawaii in more than the festivals, foods and folkways which receive top billing in island travel folders.

Deep in Honolulu's crowded, century-old core, visitors find melting pot districts with narrow, open-faced stores, weathered old buildings, tropic plants and twisting lanes.

Alley-riddled blocks just off the tourist track are home for hundreds of Chinese, Japanese, Hawaiians, Portuguese and Filipinos.

About a steamer's length north of the modern shopping centers of Liberty House and McInerny's in the heart of the port city is Kukui Street, one of the most colorful native quarters.

In the shadow of stone office buildings of busy Fort Street the people of Kukui buy their oriental groceries and gather to gossip at little sweetmeat shops.

While huge housing areas are creeping in on Honolulu slums and modern apartments are covering block after block of the lower city area, vacationers still walk into a foreign world when they turn the corner of Fort Street and head down Kukui towards Nuuanu Stream.

Some of the old wooden buildings in a tropic setting of palm, mango and starfruit trees may seem familiar to future visitors, for Kukui Street and its myriad lanes were Honolulu locations for the film, "Eig Jim McLain".

Chun Wah Kam noodle factory, Luzon market, The Salon Parisian, Tamura shoten and similar signs re-

flect the mixture of merchandise and the varied ancestry of Kukui's families.

Vacationing wives probably will find comfort in having their husbands along as they pass the narrow alleys and poolhalls between shops, but island women used to the neighborhood walk along unconcerned.

Explosive conversations of Japanese and Chinese oldsters, shouted pidgin of children, clatter of billiard cues, click of mah jongg counters and scraps of oriental soap operas drift out of the stores and from behind wooden lattices.

Practice sessions of the Tan Sing Dramatic Club orchestra may contribute gong clashes at Nuuanu corner.

Along Kukui from Fort Street and down the river to King and the heart of town, vacationers pass store after store with a hodge-podge of western and oriental wares.

American furniture polish shares display space with butsu-dan, the Buddhist home shrines. Judo jackets are sold alongside blue jeans. Dried fish, Portuguese sausage, sake, gnarled ginger root and jars of fungus are offered by stores carrying American name brand coffee, cake mix and hot dogs.

Here Chinese women who still cling to habits of the orient can buy porcelain or wooden block pillows. Italian warbrides of Nisei veterans find vermicelli packaged under a Japanese tradename.

(Concluded on page 6)

Three

The Great Northern



Vol. 25

June, 1955

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 newest and most modern dome cars through the Northern Rocky Mountains, now on Great Northern's world-famous Empire Builder.

Four

Your Railroads

On a cold, raw day in 1866, a few fortunate families in Chicago sat down to dinner, and the surprise of their lives—fresh strawberries.

For the first time, perishable foods grown in one region could be shipped to distant markets and arrive fresh and unspoiled. The railroads had broken down the age-old barriers of distance and spoilage, which had prevented perishable foods from being enjoyed anywhere but where they were grown. The reason, of course, was the first refrigerator car.

Today, the abundance and variety of fresh and frozen fruits, vegetables, meats and dairy products that contribute so much to our health and enjoyment in every season, are a direct outgrowth of the famous first "ice box" on wheels. But like everything else in railroading, the refrigerator car has changed drastically through the years.

Today's costly and up-to-the-minute "reefers" are designed to maintain constant and proper temperatures. And each perishable product demands its own storage temperature. For example, oranges carried a short distance may be kept at 50 degrees, while on long hauls, 34 degrees must be maintained. Fruit generally requires air circulation while frozen meats do not. Potatoes and lettuce are examples of products which must not get too cold. Frozen foods are kept below zero.

Truly, the railroad refrigerator car is an outstanding example of how much our health and well being depends upon America's number one form of transportation, the railroads. And the railroads are continuing their research into still newer and better materials and methods for use in their refrigerator car fleets.

THE STREAMLINED EMPIRE BUILDER

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Canada-bound Minneapolis blind bowlers and escorts about to board GN's Winnipeg Limited.

An offset rail helps the bowler get in proper position.

Sightless Bowlers Travel to Winnipeg via Great Northern

Great Northern's Winnipeg Limited recently carried a group of bowlers to Winnipeg. Nothing unusual in that because many such groups travel regularly to and from tournament cities by rail. However, the 12 bowlers in this party were blind, and were en route to engage in competition with their Canadian rivals of four years' standing. In 1956 the Canadians are scheduled to return the visit.

The travelers were members of a league comprised of 40 blind bowlers which bowls the regular season in Minneapolis, and which is sponsored by the Kiwanis Club. Roughly half of the players are completely without sight while the others possess less than the 20/200 vision that constitutes legal blindness. None are able to distinguish the pins with any



degree of clarity. Volunteers keep score and inform which pins, by number, remain standing. For orientation, those totally blind depend upon an offset rail which is lined up with the gutter.

Although the Canadians during their regular season bowl a type of duck pin game using only five pins, two weeks of intensive practice at regular alleys using standard pins and balls polished their skill to the extent that the Minneapolitans won the three-game match by a mere 45 pins.

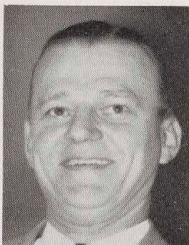
(Concluded on page 6)

Five

Elections



Bridgeman



Clody

The Passenger Traffic Association of New York, an organization composed of men in various business organizations who handle passenger traffic for their companies, has elected the following slate of officers for the ensuing year:

Walter Bridgeman, Shell Oil Co., president; John A. Locker, Jr., National Cash Register Co., first vice president; Alan A. Mais, American Can Co., second vice president; Murtha J. Cavanagh, Otis Elevator Co., secretary; Lawrence L. Schneider, International Business Machines Co., treasurer.

Recently named to head The Eastern Region-American Association of Passenger Rate Men are Henry J. Clody, Trunk Line-Central Passenger Committee, president; T. O. Haas, Pennsylvania Railroad, assistant president; Sid T. Keese, New York Central, secretary-treasurer; J. Lohrfink, New York Central, national vice president. All are New Yorkers except Mr. Haas who is a resident of Philadelphia.

BOWLERS—concluded

Even without taking into consideration the handicaps under which the game is played, scores are quite respectable. Highest single game recorded in the Minneapolis league during the season just passed was 184.

Six

Mt. Rainier Park Schedule

Facilities at Mount Rainier National Park in Washington, will operate on the following schedule during the 1955 spring and summer season.

The National Park Inn at Longmire will be open through October 30.

Paradise Inn will be open from June 25 until September 5. The Rainier National Park Company will operate scheduled busses from Seattle and Tacoma between July 18 and September 11. Saddle horses will be available about July 1.

Sunrise Lodge, Yakima Park, will open about July 1, and will operate through Labor Day.

Housekeeping and lodge facilities at Ohanapeocosh Hot Springs will be available through October.

HAWAII—concluded

At the fish markets on King Street strange sights await those not allergic to the scent of sea-life. Chilled octopus, gangly squid and rows of rainbow-hued reef fish are hawked by oriental counter men who display monstrous slabs of deepsea tuna and knobby branches of kelp.

Customers come from all classes and races of the mid-Pacific crossroads, some of them as colorful to visitors as the products they come to buy.

Caucasian matrons are as adept at bargaining with the bi-lingual vendors as the long-gowned Chinese and sandal-shod Japanese women. At rush hours the markets are noisy with many languages.

Buses to Waikiki stop outside the market stalls. In 20 minutes vacationers are back at beachside hotels, cool cocktail lounges and lanais with an ocean view, five miles from the old Chinese men sitting smoking on the front porches of Kukui Street.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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Impressive ceremonies mark coronation of the "Queen of Rosaria."

Fifty all-floral floats are featured in the Grand Floral Parade, the Festival's largest.

Forty-Seventh Rose Festival

Based on conservative estimates, sponsors of Portland's 47th Annual Rose Festival, June 8 through 12, 1955, placed attendance at over the one million mark.

First major event during Festival Week was Queen Selection and Coronation ceremonies in Multnomah Civic Stadium the evening of June 8. Traditionally on this night, one of eight lovely princesses from Portland high schools is selected to serve as Rose Festival Queen and proclaimed Ruler of the Mythical Realm of Rosaria.

Top headline attractions were featured in musical shows and variety extravaganzas in Multnomah Stadium June 9 and 10.

June 10 and 11 were days for the 67th Annual Portland Rose Show, sponsored by the Portland Rose



Society, oldest and largest organization of its kind in the world.

The afternoon of June 10 saw the "greatest kid show on earth" when ten thousand elementary school students staged their miniature version of a floral parade.

Highlight of every Rose Festival is Portland's internationally famous Grand Floral Parade. Fifty all-floral floats and a like number of bands and colorfully costumed marching units traveled the five-mile parade

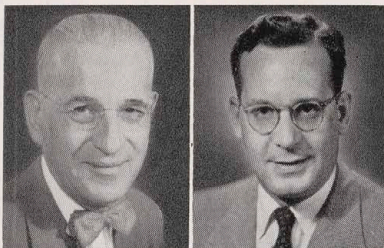
(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

TERN

Retirement



Sielaff

Taff

Henry Sielaff, Great Northern Railway City Passenger Agent at Minneapolis since 1937, retired effective May 31.

Mr. Sielaff came to Great Northern in 1917 at Devils Lake, North Dakota, as a Ticket Clerk, serving there in various capacities until transfer to Minneapolis in 1921.

New Minneapolis City Passenger Agent succeeding Sielaff is Thomas F. Taff of Seattle. With the railway since 1951, Taff first served as Traveling Passenger Representative on the Empire Builder. Since 1953 he has been a Seattle Passenger Representative.

ROSE FESTIVAL—concluded

route through the city on Saturday morning, June 11.

Mile-a-minute downhill ski races on the slopes of nearby Mount Hood provided thrills aplenty for spectators on Sunday, June 12, final day of festivities. The Golden Rose Ski Tournament, last major ski race held in the United States each year, always attracts a star-studded field of dare devil racers.

"Marine Day" events on the Willamette River, street dancing, "knighting" of distinguished visitors, devotional services and public and private garden tours rounded out the Festival program.

Eight

Apple Juice for GN Patrons

A new and unusual treat is in store for passengers on Great Northern's Empire Builder and Western Star streamliners.

Beginning June 15 passengers in the lounge cars of these trains from 3 to 3:30 PM every day will receive with Great Northern's compliments, generous glasses of chilled apple juice from the world-famous orchards of the Wenatchee Valley in Washington.

"Apple juice is both a delicious and healthful refreshment," said P. G. Holmes, Great Northern's Passenger Traffic Manager. "The railway has served Wenatchee Valley apple juice on its dining cars for several years, and it has achieved increasing popularity. Through complimentary service of chilled apple juice in the Empire Builder and Western Star lounge cars Great Northern hopes to win many more friends for this fine product of the Wenatchee apple industry."

GN Piggyback Expansion

Latest expansion of Great Northern Railway "piggyback" trailer-on-flatcar freight service became effective May 31, and provides for through service for less than carload merchandise between the Twin Cities and Grand Forks, North Dakota—East Grand Forks, Minnesota.

This service is operated in both directions. Flat cars transporting freight-laden trailers move in regular freight trains. Shipments are delivered to patrons the morning following the day of pick-up.

This is Great Northern's seventh extension of piggybacking since the first venture in May, 1954.

The Kamloops are Biting in Idaho's Lake Pend Oreille

One of the most successful trout fishing seasons at North Idaho's big Lake Pend Oreille since the fabulous days of 1946-47 is being predicted for this year.

The predictors base their claims on progress in recent years of the state's Kamloops trout propagation program. As anticipated, increased plantings were reflected in a strong pickup in catches during final months of the 1954 season and the good start of the 1955 season.

During opening week in May, more and bigger rainbows were taken than in many years past. Largest to start off the season was a 22-pounder.

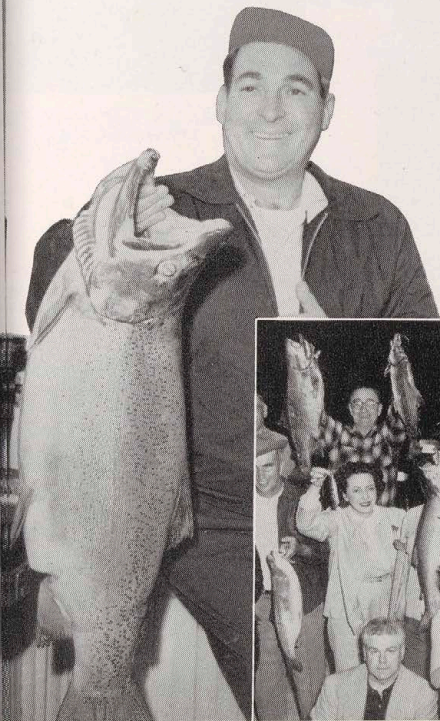
Angling for big rainbows, as well as larger Dolly Vardens, normally is at its best during May, June, October and November. During the summer months the fish are deep. Fewer anglers try for them then, because they're usually more interested in taking limits of the tasty kokanee with which the lake abounds. Fishermen are permitted 50 a day, and visitors may have them smoked to take home.

Idaho has a new regulation this year which permits non-resident children under 14 years of age to fish without a license provided they are accompanied by a bona fide license holder. Fees for other non-residents are \$4.00 for five days, or \$10.00 for the seven-month season.

Detailed information concerning vacations in Idaho's Lake Pend Oreille area is available from any Great Northern Railway travel office.

Jim Parsons of Sandpoint hooked this "fair sized" Kamloops at Lake Pend Oreille earlier this season.

Part of the 1955 opening day catch at Lake Pend Oreille in Northern Idaho.



GREAT DOMES *now in service* on Great Northern Empire Builder

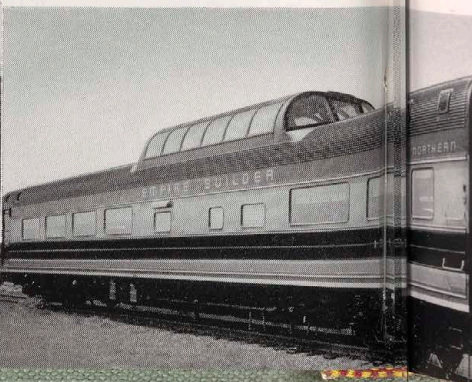
A portion of the beautiful lower level in a Great Northern coach dome. The stairway leads to the dome.



Spacious and comfortable for men and women are located below the dome sections of the new cars.



The colorful interior decor of the new dome cars was inspired by art forms of Pacific North Coast Indians.



A coach dome of the streamer Empire Builder. The dome section seats passengers and the lower level.

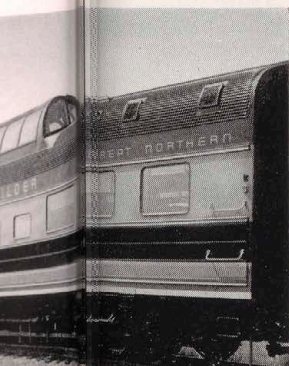
Service
Build



You're close to some of America's most spectacular scenery when traveling in a coach dome on the streamlined Empire Builder.

and comfort lounges for men and women are located in the dome sections of the cars.

dome of the streamlined Empire Builder. The dome sections carry 24 passengers and the level 46.



Addition of 20 completely new dome cars to Great Northern Railway's fleet of Empire Builders will mark the third re-equipping, since World War II, of this famous "name" train. The all-new Empire Builder of 1947 was the nation's first post-war streamliner, pioneering the 45-hour schedule between Chicago and Seattle-Portland. Again in 1951 the Empire Builder was fully re-equipped, and the original fleet of streamliners became the Western Star. Now, with exciting new dome cars in service, the Empire Builder once again becomes America's newest—and unquestionably most colorful—passenger train.

Five dome coaches—one for each of the Empire Builder streamliners—went into service May 29. Additional units will be added upon delivery by the car builder until each train has three dome cars for coach passengers and one full length dome lounge for Pullman car occupants. Pending delivery of the dome lounges, beginning in mid-summer, the second group of five coach domes will be assigned to the Pullman section of the Empire Builder.

All of the new equipment should be in service by early Fall at which time each streamliner will carry 13

(Continued on page 12)

GREAT DOMES—concluded

cars for passengers, including: one 60-seat coach for intermediate travel; three reserved-seat dome coaches, one Ranch car (for regular meal and snack service); one full dining car, one full-length dome lounge car; five Pullman cars; and a Pullman observation car.

Aside from the sheer riding comfort and the thrilling views afforded by the "penthouse" domes, the most remarkable feature of the new cars is the dramatic utilization of art and color in the interior, developed by Philip Will, Jr., nationally known Chicago architect. Recognizing that everyone loves and responds to color, Mr. Will found unusual inspiration for his creative talent in the art forms of the Pacific North Coast Indians—particularly the Haida tribe of the Queen Charlotte Islands, off the coast of British Columbia. The brilliant colors and striking design characteristic of their sculpture, painting and weaving are faithfully translated in four basic decorative schemes, one for each of the four dome cars in each Empire Builder.

Panels of unique linoleum carvings, also inspired by this same fascinating culture, provide an artistic focal point and vary in theme from car to car on each train. These panels are the work of Pierre Bourdelle, New York artist famous for decorative paintings and sculpture throughout the Western Hemisphere.

With all of the new equipment in service, the Empire Builder will offer more dome space—seats for 147 passengers—than any other Northern transcontinental streamliner. The dome of each coach has accommodations for 24, while the full length dome seats 75.

Luxurious reclining seats with leg rests are provided for 46 passengers on the lower level of each dome

coach. The lower level of the full length dome car is a colorful lounge with sofa and table space for 35 Pullman passengers. Beverage service will be in the lower lounge.

A small additional lounge section for 10 is provided in the completely remodeled Pullman car at the rear of the train.

The new Empire Builder dome equipment, representing an investment of nearly 6 million dollars in passenger progress on the Great Northern, is being built by the Budd Company in Philadelphia. Cost of the individual dome coach is slightly more than \$225,000, and that of the full length dome car \$325,000. The total order is for 22 cars, with one dome car of each type earmarked as spare equipment.

Separate air conditioning units are provided for upper and lower levels of both types of car, assuring maximum comfort for passengers at either level under changing seasonal conditions. Specially tinted safety glass on the dome level softens sunlight without impairing vision. All cars are equipped with public address systems for train announcements, radio and recorded music.

With addition of the first dome coaches to the Empire Builder on May 29, the popular streamliner inaugurated the fastest running time of any train from Chicago to Pacific Coast points via the Twin Cities. The Empire Builder's westbound schedule was shortened by one hour—from 45 to 44 hours to Seattle and 43½ hours to Portland.

The speed-up permits a later leaving time from Chicago—2 PM (CST) daily instead of 1 PM as heretofore—with more convenient connections for passengers from Eastern and Southern points.



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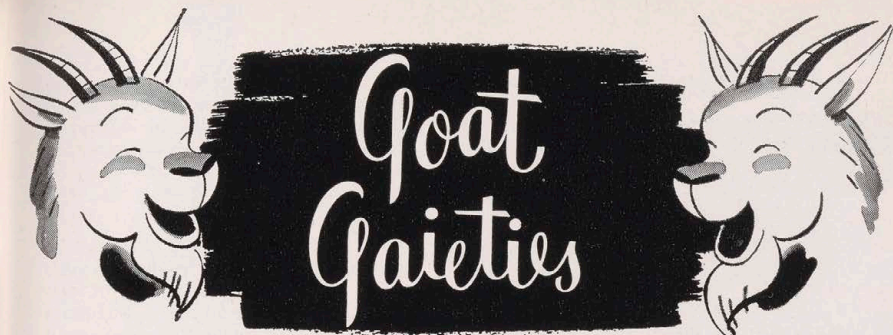
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Strictly Business

The shopper was cute and classy and she said to the floorwalker, "Do you have any notions on this floor?"

He sighed and said, "We do, lady, but we have to suppress them during working hours."

* * *

A Real Tragedy

Having noticed that his Scottish guide went bareheaded in all sorts of weather, the London sportsman made him a gift of a fur cap, the kind that has the heavy ear flaps for extra warmth.

On his next visit to the hunting lodge, in the middle of winter in the Highlands, he asked the old Scot how he liked the cap.

"I hae not wore it since the accident," was the gloomy reply.

"What accident?" queried his benefactor.

"Jock MacLeod offered to buy me a drink," sighed the guide, "and I didna hear him."

* * *

So Confusing

Notice in doctor's office: Ladies in waiting room are asked not to exchange symptoms. It gets the doctor hopelessly mixed up.

* * *

Missed the Boat

Inscription on a tombstone: Here lies an atheist, all dressed up and no place to go.

Impossible

A group of foreign manufacturers being shown through an American plant saw a machine that took a piece of steel and in one operation stamped, punched and shaped it into a finished product. After they had watched it for a while, a bitter argument broke out, with much arm waving and finger-shaking.

The guide asked the interpreter accompanying the party what the shouting was all about. "Some of them," said the interpreter, "insist that it can't be done."

* * *

Just To Be Sure

A woman churchgoer stopped outside to chat with a friend after services. Suddenly she remembered she had left her purse in the pew. When she returned it was gone. She sought out the minister and found that he had picked it up.

"I felt that I had better hold it," he explained. "You know, there are some in the congregation of such simple faith as to believe it might be an answer to a prayer."

* * *

One Thing At a Time

The girl had just said "yes."

"Do your folks know that I write poetry?" he asked.

"Not yet, dear," she said. "I've told them about your drinking and gambling, but I couldn't tell them everything at once."

Thirteen

Great Northern Progress

Termination of electrified train operations on Great Northern's main line through the Cascade Mountains in Washington, and complete dieselization of that 73-mile segment of the railway, was authorized May 12 by the company's directors meeting in St. Paul.

The project involves the 7.79-mile Cascade Tunnel, longest railway bore in the Western Hemisphere, and is the result of engineering study over the past two years. Expected to produce substantial operating economies, the change in power through the Cascades will be almost entirely paid for by salvage recovered from electrical installations and equipment now in use—overhead wires and electric locomotives.

Work on abandonment of electrified operations in the Cascades will begin early this summer, and establishment of all-diesel transportation in that area is scheduled for August 1, 1956. The change will conclude nearly 50 years' use of electricity by Great Northern in moving passenger and freight trains across the Cascades through Stevens Pass. The railway began using electric power in 1909 to move trains through the original Cascade Tunnel, a 2½-mile bore. The electrified zone was expanded greatly during construction of the 7.79-mile Cascade Tunnel, which was opened for service in 1929, and now extends 73 miles between Wenatchee and Skykomish, Washington.

Diesel operations through the Cascade Tunnel will be made possible by installation of a ventilating system at the east portal at Berne, Washington. The system, designed to eliminate diesel fumes from the tunnel, will include two 8-foot fans capable of providing 550,000 cubic feet of air per minute to the empty

bore, and an automatically-controlled door at the east portal. Diesel locomotives also would be equipped with devices to spray cool water on radiators of the power units to avoid overheating while passing through the tunnel.

The ventilating system would be used principally for heavy tonnage freight trains moving east and upgrade through the tunnel. While the fans would not have to be operated while passenger and westbound freight trains run through the bore, the ventilating system would be used to clear the tunnel air after passage of every train in either direction.

Other projects authorized by Great Northern's directors include: line changes to reduce curvature between Jennings and Libby, Montana, and near Halford, Washington, replacement of heavy roadway machinery; remodeling of the freight station in Great Falls, Montana, and installation of equipment there to facilitate handling of greater volume of less-than-carload traffic; construction of a paint shed at the Hillyard, Washington, shops; equipping of 50 boxcars for automobile transport; installation of automatic block signals between Gunn and Cohasset on the Minnesota iron range.

Puget Sound SS Service

Canadian Pacific Steamship Company "Princess" boats between Seattle, Washington, and Victoria and Vancouver, British Columbia, now operate on the following schedule:

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

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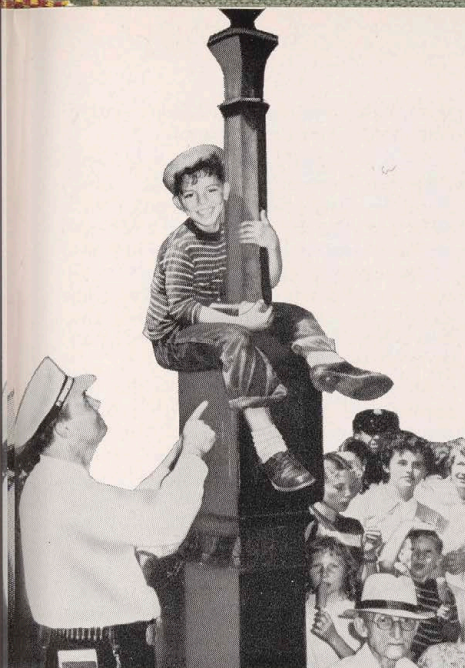
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Pretty girls, floats and fun are major attractions of the Aquatennial Parade at Minneapolis.

◀ Small fry oversees the Aquatennial Parade from a premium vantage point.



Aquatennial Time in Minneapolis—July 15 through 24

The Minneapolis Aquatennial, considered one of the greatest civic celebrations in the nation, will unveil its 16th annual ten-day festival July 15 through 24 in Minneapolis, "City of Lakes."

In excess of one million persons will take part in one or more of the 119 scheduled events, 114 of which are free. Over 150,000 fun-seeking out-of-towners make Minneapolis their vacation target during Aquatennial time, then migrate to Minnesota's air conditioned Northland to finish their vacations.

Focal points of the ten-day festival are two giant parades attended

by an estimated 750,000 spectators. Six divisions with over 7,000 participants make up the day parade scheduled for 9:30 AM Saturday, July 16. The illuminated night parade is set for 8:30 PM Wednesday, the 20th.

Bands, floats and marching units from every corner of the nation will wind their way down Minneapolis' fashion boulevard, Nicollet Avenue, past the reviewing stand, then fade into the festive throngs that celebrate Aquatennial throughout the city.

The Aquatennial has long boasted
(Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Appointment



Mitchell

Arthur R. Mitchell, Great Northern Railway Freight Agent with headquarters at Winston-Salem, North Carolina, has been appointed General Agent at Atlanta, Georgia, succeeding

the late Albert P. Claypool.

Mr. Mitchell's transportation career was launched in 1927 with the Nelson Steamship Company at Norfolk, Virginia. He switched to railroading in 1935, serving with the Chicago & Illinois Midland, the Louisiana & Arkansas and the Quanah, Acme & Pacific. During World War II he was Assistant Transportation Officer, Office Chief of Engineers, War Department, later becoming Special Assistant to the Chief of Transportation, Lend-Lease Division, U. S. Treasury Department, supervising the transportation and storage of all non-combatant lend-lease materials until the end of the war.

He affiliated with Great Northern in 1946 as City Freight Agent at Philadelphia, and since 1952 has been at Winston-Salem.

AQUATENNIAL—concluded

of its water spectacle, the Aqua Follies. Originated by two Minneapolis men, Aqua Follies has grown into the nation's top aquatic event and after playing the Aquatennial will move to Seattle for that city's renowned Sea Fair.

Vortex of the whirlpool of Aquatennial events is the selection of the

Sixteen

Queen of the Lakes, titular ruler during the summer season.

Forty carefully selected girls representing organizations and communities throughout Minnesota compete for the honor. They are examined and re-examined during the 10-day event on the basis of personality and wholesome beauty. The climax comes on June 22 when the new Queen of the Lakes is crowned in a glittering Coronation.

Most inspirational event is the International Religious Service scheduled for Sunday, July 17. It has become a tradition that the Naval Cadet Choir of Pensacola, Florida, sings a program of sacred music and visiting religious leaders deliver sermons.

The Aqua sports program reads like an encyclopedia of summer athletics. The list includes regattas, AAU swimming and diving, fly and bait casting, power boat races, track and field events, tennis, golf, shuffleboard, horseshoes, badminton and a host of other sporting events.

Throughout the Aquatennial scores of music festivals at parks and lakes are presented nightly, while to dazzle the youngsters a Children's Trip Through Wonderland is held at the largest park in the city. A cowboy star is imported for the feature event. A giant carnival spreads throughout the park with everything from puppet shows to pirates to attract the small fry.

Two jam-packed days of lake activities, climaxed by a giant fireworks show take place around the shores of Lake Calhoun, one of the 22 lakes within the city's limits.

Street dances, noontime shows in the loop, flashy naval uniforms dotting the population and glamorous visiting queens all lend to the celebration and create a festive atmosphere.

North America's Living Lesson of Good Will

Fortress of Friendship is the International Peace Garden at the approximate center of North America, on the boundaries of the United States and Canada, north of Dunseith, North Dakota, on Great Northern Railway.

Here in 1931, Dr. Henry J. Moore of Islington, Ontario, conceived the idea of a formal garden dedicated to peace between the two nations.

The following year saw the first construction work when a cairn of native stone was erected on the International Line. Other work followed, more remains.

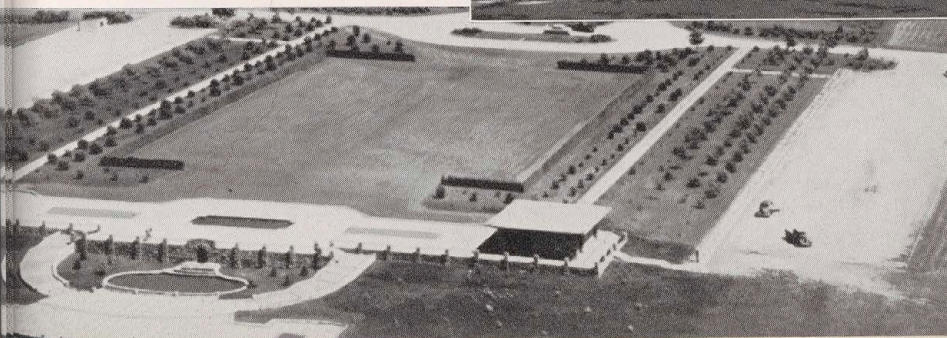
Two natural parks totalling 160 acres equally distributed between Manitoba and North Dakota, are being developed as well as a Formal Garden Area that will extend along the boundary. The latter will consist of a series of panels, duplicated on either side of the line. From east to west there will be a Peace Panel, a Terrace Panel, a Sunken Garden, a Cascade Panel and a Reflecting Pool, the whole to be brought under

cultivation as soon as funds permit. Also planned is an imposing Peace Tower for the Formal Garden Area to still further commemorate and perpetuate the long standing friendship between Canada and the United States.

Final objective of this Garden of Beauty and Peace is to symbolize the Brotherhood of Man in the world of tomorrow. It opens to visitors the vista of a future where nations will be at peace, and the world free from the carnage of war.

The Stars and Stripes and Union Jack flank the stone cairn at the International Peace Garden.

The International Boundary runs directly down the center of the Formal Garden area.



First Lady of Courage

Miss Helen Keller, for more than half a century an inspiration to countless millions the world over, will reach a milestone this June 27. America's First Lady of Courage will celebrate her 75th birthday.

The Helen Keller legend, of course, has become world history. Born a normal child, disease suddenly sealed off her eyes and ears at the age of 19 months. Then, when she was seven, Anne Sullivan—"Teacher"—came into her life to remain 49 years until her death. Miss Sullivan began the training that enabled the child to communicate first by spelling out words in the manual alphabet and eventually to speak in words and sentences. Today, Miss Keller is fluent in seven languages.

In 1904 Miss Keller graduated *cum laude* from Radcliff College, and although attainment of the B.A. degree finished her formal school days, she has continued to study and keep informed on all matters of importance.

From her youth on, Miss Keller has devoted herself primarily to work for her fellow blind and deaf-blind. When the American Foundation for the Blind opened its offices in 1923, she joined that organization and has remained on the staff as Counselor, Bureau of International Relations. In 1924 she started her campaign to raise the "Helen Keller Endowment Fund" for the Foundation. She continues to give unsparingly of her time to make this fund adequate for the needs of the Foundation.

At 75, Miss Keller remains healthy, vigorous, serene and ever-responsive to the fast-moving world around her. Complaining only about the too few hours in the day, she is full of plans and projects, and works constantly to improve conditions among the world's 14 million blind people.

Eighteen

Timberline Lodge Re-Opens

Completely renovated and under new management, Timberline Lodge, famed million-dollar resort hotel located at the 6,000-foot level of Mount Hood in Oregon, east of Portland, will re-open for full operation July 1.

Dedicated in 1937, the Lodge is an outstanding example of the Cascadian style developed to symbolize the beauty of the Pacific Northwest. Appointments are luxurious and comfortable. Furniture and most of the striking fabrics and metalcraft pieces are handmade of native materials.

Above the Lodge, nine glaciers form vast perpetual snowfields, while adjacent are meadows ablaze with colorful wildflowers. Spring, summer, fall and winter present an ever-changing parade of brilliance and beauty.

Golfing, riding, fishing, hiking, skiing—the sports season is always in full swing at Timberline, year 'round playground center.



Father's Day JUNE 19

Remember Dad —

"MY MAN of the YEAR"

HOME IS WHERE DEMOCRACY BEGINS

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1955, are: James Johnston, section foreman, Cavalier, N. D.; Carl A. Johnston, engineer, Havre, Mont.; George R. Johnstone, night roundhouse foreman, Interbay, Wash.; Claud G. Koenigs, superintendent dining cars, St. Paul, Minn.; Delphis J. LaMarre, janitor, Grand Forks, N. D.; Roy E. Lowrie, engineer, Minneapolis, Minn.; John C. Leathart, engineer, Breckenridge, Minn.; Waldo E. Murray, express messenger, Mora, Minn.; Joseph Perry, pumper, Glasgow, Mont.; Fred E. P u d n e y, engineer, Minneapolis, Minn.; Arthur C. Smith, conductor, Superior, Wis.; Arthur J. Schave, gang leader, Sauk Rapids, Minn.

Members reported pensioned during May, 1955, are: Alvin M. Agren, usher, Minneapolis, Minn.; Bernard L. Arseneau, switch foreman, Superior, Wis.; Thorval L. Christenson, engineer, Havre, Mont.; Henry Elvrom, brakeman, Havre, Mont.; William O. Hanson, conductor, Fargo, N. D.; Rudolph Joseph, machinist, Great Falls, Mont.; John F. Koehnen, machinist, Grand Forks, N. D.; Harry Manole, section foreman, Crookston, Minn.; Gust F. Newberg, engineer, Minneapolis, Minn.; Patrick J. O'Keefe, train baggageman, St. Paul, Minn.; Per G.

Seaholm, superintendent of signals, St. Paul, Minn.; Fred A. Weber, machinist, Spokane, Wash.

* * *

Individual seats in 48-seat Day-Nite coaches on the streamlined Western Star, GN trains 3 and 4, will be reserved for revenue passengers only westbound from Chicago June 11 through September 7 and eastbound from Seattle and Portland June 13 through September 9.

Revenue passengers may make advance seat reservations at no extra charge between any two stations where the continuous journey is 500 miles or more: also from Spokane to Seattle; Spokane to Portland; Portland to Spokane and to and from Glacier Park Station or Belton. Seats will be reserved for children under five years when accompanied by revenue passengers.

Where journey is under 500 miles, seat reservations will only be accepted 24 hours prior to date of departure.

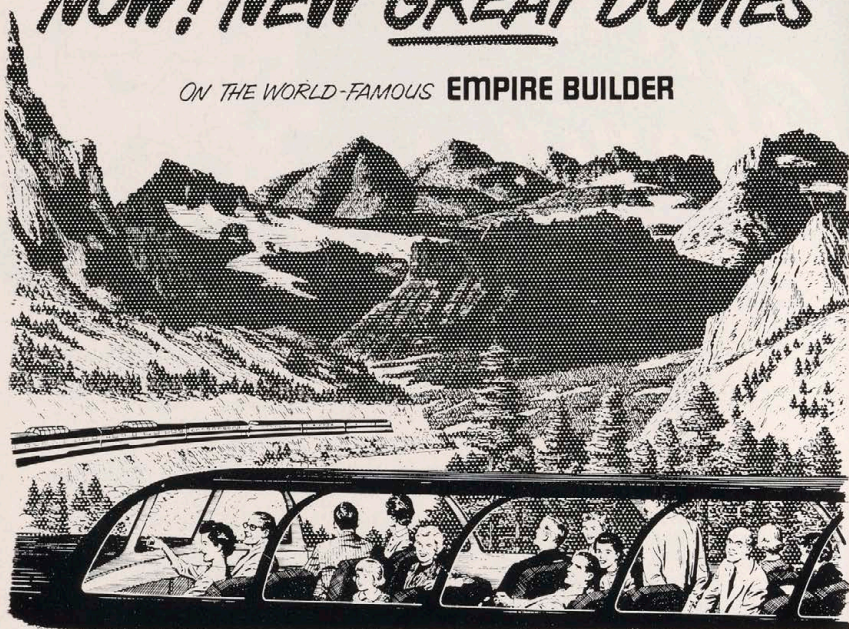
The Western Star carries non-reserved seat coaches for short haul revenue coach passengers and all non-revenue coach passengers.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

NOW! NEW GREAT DOMES*

ON THE WORLD-FAMOUS **EMPIRE BUILDER**

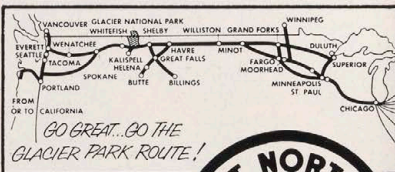


**NEWEST AND MOST MODERN DOMES THROUGH THE NORTHERN ROCKIES*

You'll have a grandstand seat for America's greatest scenery on the Empire Builder's new Great Domes. And more are on the way, including luxurious full-length dome cars.

Big picture windows put *you* right in the scenic picture as the Empire Builder glides through Minnesota's Land of Sky Blue Waters, glorious Glacier National Park in the Montana Rockies, the picturesque Cascades and along Puget Sound.

For America's greatest scenery, and for the best way to see it, go Great Northern in the new Great Domes!



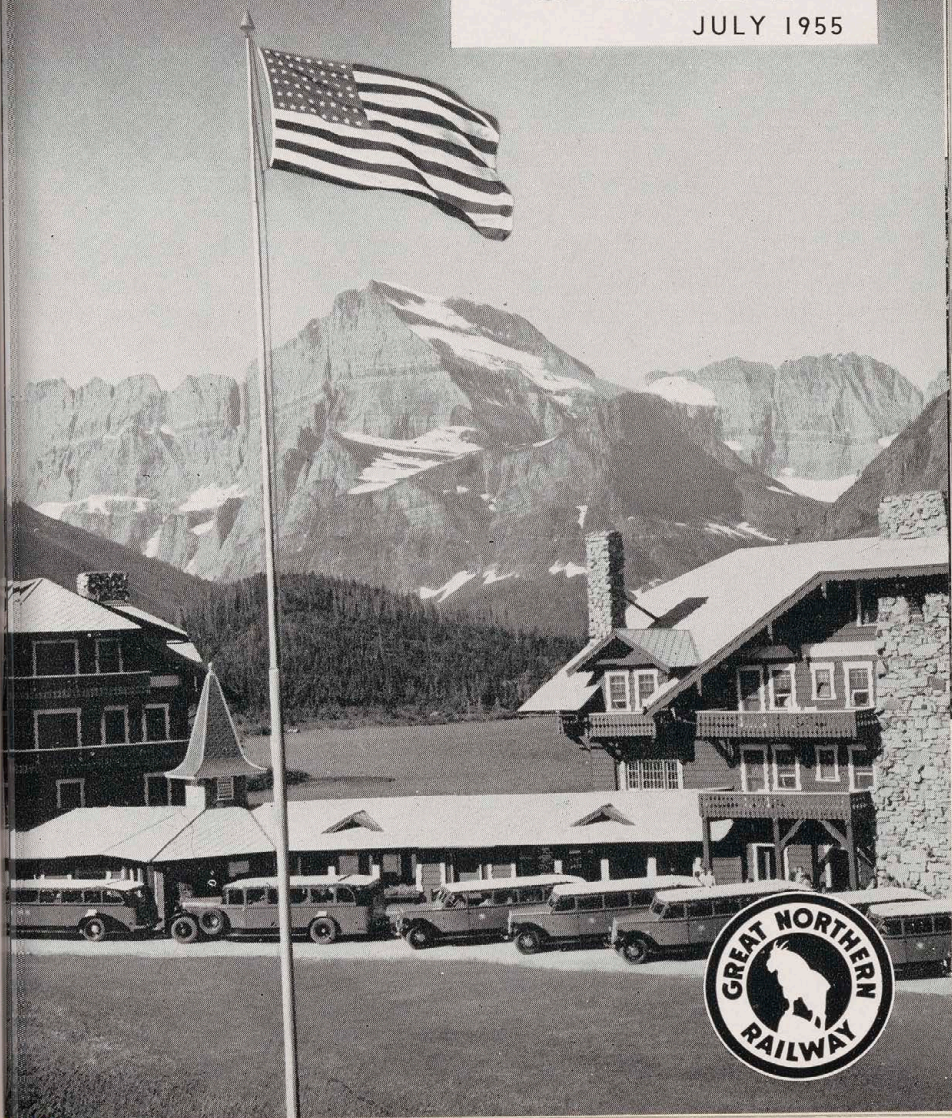
Great Northern
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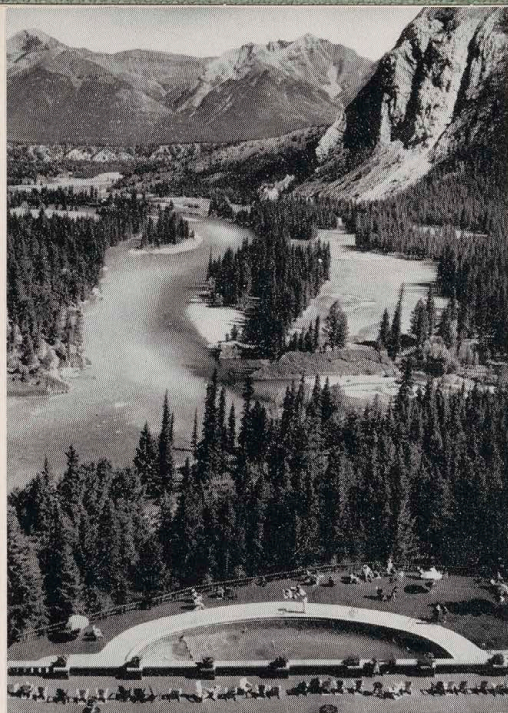


GO GREAT... GO GREAT NORTHERN

The Great Northern **GOAT**

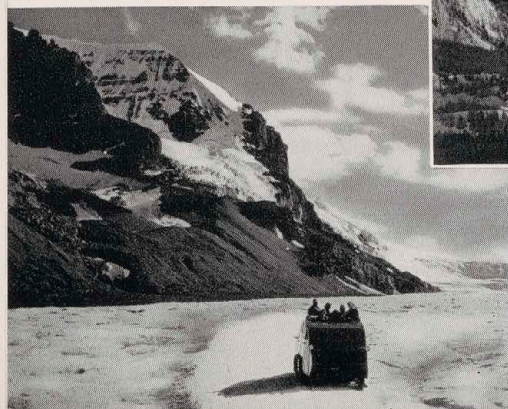
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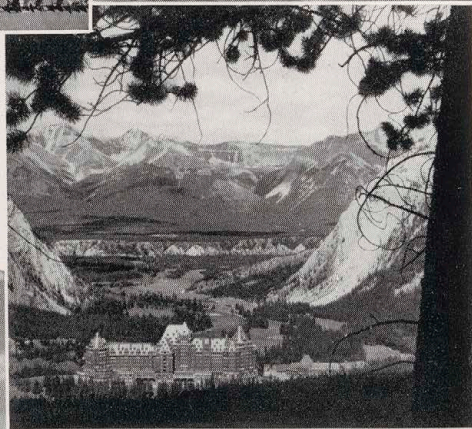
The Valley of the Bow River from the terrace of Banff Springs Hotel in the Canadian Rockies.

Comfortable snowmobiles take summer vacationists for an exciting ride high on Athabasca Glacier.



GLACIER NATION

Chateau Lake Louise lies in the center of some of the world's most exquisite mountain scenery.



Banff Springs Hotel, world-famed baronial summer resort, in the lee of towering Sulphur Mountain.

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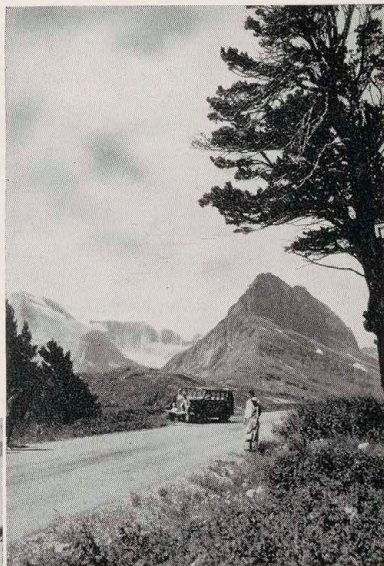
GLACIER NATIONAL PARK and the CANADIAN ROCKIES

The most thrilling sights of both the Northern U. S. and Canadian Rocky Mountains have been combined by Great Northern Railway in a series of moderately priced two week vacation tours. Individuals or groups may leave any day during the 1955 summer travel season.

These tours, pre-arranged from Chicago, the Twin Cities and other points, whisk vacationers out of the sultry summer heat of the east, south and midwest in air-conditioned comfort to cool western mountain resorts. One low cost includes round trip rail fare—Pullman or coach as desired, U. S. transportation tax, motor coach transportation, comprehensive sightseeing, launch cruises, and rooms with private bath at the finest resort hotels—American plan with meals.

Travel from Chicago is via the streamlined Western Star, first along the east bank of the Mississippi for 300 miles to St. Paul and Minneapolis, then through Minnesota's "Land of Sky Blue Waters" to the Red River Valley of the North, through wheat, cattle and oil lands of

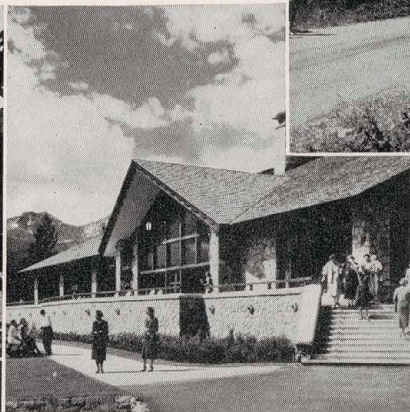
(Continued on page 6)



Mount Gould (left) and Grinnell Point (right) from Going-to-the-Sun Highway in Glacier National Park in the Montana Rockies.



Off on an early morning trail trip from Many Glacier Hotel in the heart of Glacier National Park.



The new lodge at Jasper Park preserves the character and gracious hospitality of the original inn.

The Great Northern



Vol. 25

July, 1955

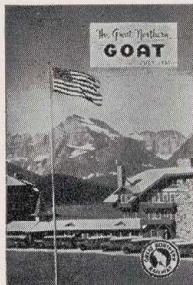
No. 7

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



Motor coaches
at Many
Glacier Hotel
on Swiftcurrent
Lake, the
largest hotel
in Glacier
National Park
in the Montana
Rockies.

Four

Your Railroads

Probably in no field of activity has teamwork been developed to a greater degree than it has in the railway industry.

It is teamwork in every department and at all points that enables a railroad to operate its trains safely and maintain its schedules. Literally hundreds of railway men and women work together as a far-flung team to operate each train. While the passenger may be aware only of the train crew, these are only a few of the many employees who work night and day to make it possible for the train to go through on schedule and without mishap.

As his train speeds along, the passenger catches fleeting glimpses of men at work along the tracks, in the yards, at railway stations and in signal towers. Though they don't ride the trains, these men are really part of the "train crew"—for they contribute in various ways to the comfort and safety of his trip.

One man who helps to make the journey swift and safe sits at an intricate control board on which the position of each train is shown by an electric light. By pushing buttons or moving levers, he sets signals and throws switches so that the train may pass others in safety and without delay. All along the line are many others, each skilled in his particular job. Some work on the tracks; others inspect the train as it stops at certain stations. Still others have work to do after the train has reached its destination.

Men and women in shops, offices and stations as well as on trains work together not only to carry the commerce of the country but also to meet your individual transportation needs, comfortably, economically and satisfactorily.

THE STREAMLINED EMPIRE BUILDER

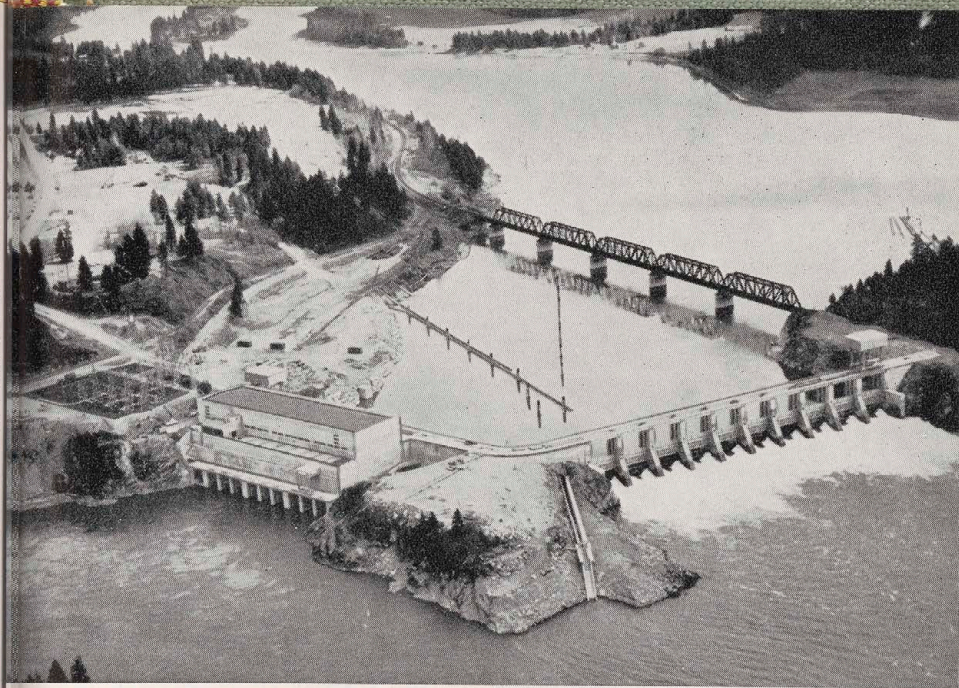
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The Albeni Falls Project in Northern Idaho, showing the spillway, powerhouse and switchyard area. The plant's rated capacity is 42,600 kilowatts. Seattle District Corps of Engineers, U. S. Army photo.

Northern Idaho Dam Dedicated

Dedication ceremonies held June 24 at Albeni Falls Dam in northern Idaho climaxed more than four years of high-gear construction activities at this multiple-purpose project built by the Corps of Engineers, U. S. Army.

The Albeni Falls project which is located on the Pend Oreille River between Priest River, Idaho, and Newport, Washington, was authorized by Congress in 1950. Construction began early in 1951. Completion of the 755-foot-long dam and powerhouse cofferdams in June 1952 enabled immediate control of the Lake Pend Oreille reservoir and storage of 1,153,000 acre-feet of water by August of that year.

The dam started generating its own power this past spring when the first of three 14,200-kilowatt capacity generators was placed on the line in March. The second unit started power production in May. The third has an on-the-line schedule for September 1, but probably will be ready for dryout and test at a much earlier date.

Albeni Falls Dam has a 68-mile-long reservoir which takes in 26 miles of the Pend Oreille River and all of Lake Pend Oreille, one of the largest western lakes. In addition to flood control, storage, river regulation and hydroelectric power, the project provides navigation, conservation and recreation benefits.

Five

GLACIER—continued

North Dakota and eastern Montana, to Glacier Park Station, eastern entrance to Glacier National Park. From this point to Belton, Montana, western gateway to the Park, the rails parallel the southern boundary of Glacier for 60 breath taking miles.

Detraining at Belton, tour members are transported by sightseeing motor coach to picturesque Lake McDonald Hotel on the shores of Glacier's largest lake. Next morning comes one of the real highlights of the entire tour, the motor trip over the Continental Divide via Logan Pass, on Going-to-the-Sun Highway, one of the world's most spectacular mountain roads, to Many Glacier Hotel on Swiftcurrent Lake, in the heart of the Park. Two full days are spent at Many Glacier. Diversions are many and varied and include strolls to nearby points of interest, longer hikes, saddle horse trips, boating, fishing and evening entertainment. Launch trips on Swiftcurrent and Josephine Lakes are included in tour cost.

"EQUAL TREATMENT FOR THEM IS BEST FOR ME"



Six

Leaving the Many Glacier Region the tour proceeds along Blackfeet and Chief Mountain Highways across the International Boundary to Prince of Wales Hotel in Canada's Waterton Lakes National Park which adjoins Glacier on the north. During the afternoon, a two-hour cruise on Waterton Lake is scheduled.

Most of the next day is spent en route to Banff National Park with a luncheon stop at Calgary, Alberta. Two days are spent at fabulous Banff Springs Hotel. Included is a three-hour drive and an exciting chair lift trip to the top of Mount Norquay.

From Banff Springs the route leads through the scenic Bow River Valley to Lake Louise. During the three-day stay at Chateau Lake Louise, two motor coach tours are scheduled: a full day trip via the Columbian Highway to 150-square-mile Columbia Icefield, largest mass of ice south of the Arctic, and a jaunt to Moraine Lake and the Valley of Ten Peaks.

The highway to fabled Emerald Lake winds through densely wooded Yoho Valley and Kicking Horse Pass with its multitude of waterfalls. Following luncheon at Emerald Lake, the motor coach proceeds to Field, British Columbia, and connection with the Canadian Pacific for the eastbound return journey.

Another tour, similar in many respects, includes in addition, a stay at Jasper National Park and visits to Athabasca Glacier, Punchbowl Falls, the Fiddle River Canyon, Miette Hot Springs, Mount Edith Cavell and the Glacier of the Angel, with the return rail trip via the Canadian National.

Prices start at \$286.00 from Chicago and \$268.95 from the Twin Cities. For families traveling together, the Family Travel Plan offers a substantial saving in rail fares.

Many other 1955 summer tours are offered by Great Northern. Some are

(Concluded on page 8)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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▲The young Lansford travelers and their teacher-escorts await the GN train to Mohall.

Tired but happy, some of the kids just couldn't stay awake on the return trip. ▶
Minot Daily News photos.

Mixed Train to Mohall

Educational trips for school children on Great Northern mainline trains, usually on the streamliners Empire Builder, Western Star, Internationals and Red River, long since have ceased to be a rarity. As a matter of fact, more than 12,000 elementary and high school students and escorts in organized groups were carried via GN on short trips in the Puget Sound area alone during the school year just finished.

More out of the ordinary, however, was the recent trip of 53 Lansford, North Dakota, first, second and third graders, aboard GN's daily except Sunday mixed train which operates between Granville and Sherwood.

The kids boarded the train under the direction of their teachers, Mrs. Henry Sausker and Mrs. Hundley



Leathers for a ride to Mohall and a combination social studies field trip and year-end outing.

To accommodate the young passengers, the railway provided a special coach. Conductor E. M. Boyles of Minot, the crew and Lansford Agent Burl H. Hurdelbrink furnished balloons and lollipops.

Upon arrival at Mohall the teachers took their students on a prearranged tour which included the

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

GN Establishes Traffic Office at Eugene, Oregon



Roper

Great Northern Railway on June 15 established a new freight traffic office in Eugene, Oregon, to better serve patrons in the area. The address is 115 Roberts Building, 338 West 11th Avenue.

Newly appointed Commercial Agent in charge of the new office is Ralph S. Roper of Portland. Roper came to Great Northern in 1924 as chief clerk in the Portland traffic department after 10 years with the Union Pacific. He was appointed Contracting Freight Agent there in 1925, and has been Traveling Freight Agent with headquarters in Portland since 1938.

GLACIER—concluded

escorted and some are pre-arranged for independent travel. All include visits to Glacier National Park in combination with other Western and Pacific Northwest areas.

GN's popular "Top O' The West" escorted economy vacation tours leave Chicago and the Twin Cities every Sunday through August 26 on the streamlined Empire Builder, newly equipped with the latest and most colorful dome cars for coach and Pullman passengers. The Top O' The West itinerary includes in addition to Glacier, Timberline Lodge on Mount Hood in Oregon, Portland, the Columbia River Highway, Mount Rainier National Park in Washington, Seattle, and Vancouver and Victoria in British Columbia.

Others include Glacier in combination with Yellowstone, the Col-

Eight

orado Rockies, Grand Canyon, Carlsbad Caverns, Yosemite, California and Old Mexico.

Arranged especially for Californians are nine to 15-day "Carefree Vacations." All include Glacier and Waterton Lakes Parks while longer versions include Vancouver, British Columbia, and the Canadian Rockies.

Complete information is available from any Great Northern travel office, local travel bureau, railway ticket agent, or may be had by writing to P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Navy Commends GN

A certificate of appreciation has been awarded to Great Northern Railway Company "in recognition of a public-spirited company policy which appreciates the need for and makes a definite contribution to the readiness of the U. S. Naval Reserve by authorizing military leaves of absence for employees, to permit them to take U. S. Navy training cruises and other training duty and thus maintain their readiness to serve in defense of our Country in time of need."

MIXED TRAIN—concluded

creamery, newspaper office and press building, bakery, courthouse, and, of course, the jail. A picnic luncheon was held in the park.

By the time the train reached Mo-hall on the return journey, the anticipation and excitement had relaxed noticeably. But even though they were somewhat tuckered out, the kids expressed their thanks to Conductor Boyles and agreed that they wouldn't have missed the trip for anything.

THE STREAMLINED INTERNATIONALS

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Washington State's Biggest Celebration

Out in the Pacific Northwest, the people of Seattle have about completed plans for the biggest celebration of Washington State. It's the Sixth Annual Seattle Seafair—July 29 through August 7—most unusual and exciting clambake and one of the nation's ten largest civic celebrations.

Seattle's great 10-day marine pageant includes giant parades, naval demonstrations, dances, the Aqua Follies, carnivals, races and fire-

works, climaxed by the famed Gold Cup Race in which the fastest speedboats in the world compete on Lake Washington.

This year's Seafair actually gets rolling on July 28 with the premier performance of the 1955 Aqua Follies, direct from the Minneapolis Aquatennial. Nightly performances continue through August 10. The Aqua Follies is a gigantic water spectacle featuring professional divers and swimmers and top stage entertainment. It is held in the unique Aqua Theatre on Green Lake.

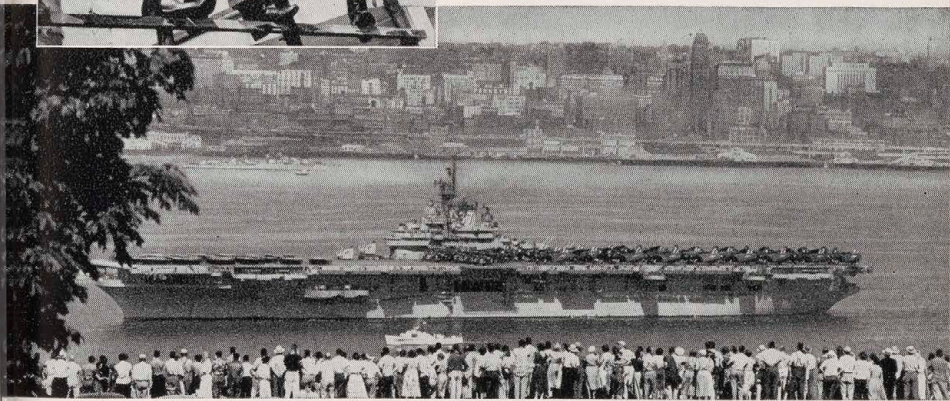
On July 29, official opening day, King Neptune arrives on Seattle's waterfront accompanied by the Seafair Queen and Princesses. The gaiety is heightened when Davy Jones and his motley crew of blackguards disrupt the activities.

A gigantic Seafair Parade takes place on the decorated streets of downtown Seattle Saturday morning, July 30. The same afternoon, ships

(Concluded on page 10)



Davy Jones and his Pirates contest with Neptune Rex, ruler of the Seafair, leading to much gaiety and boisterous fun.



A mighty U. S. Navy carrier moves into Seattle's Harbor for Fleet Week, contribution of Uncle Sam's Navy to the fabulous Seafair celebration. Forde photos.

SEAFAIR—concluded

of the Pacific Fleet will present impressive maneuvers on Elliott Bay.

Sunday, July 31, hundreds of sailboats hoist white canvas on 25-mile-long Lake Washington for an "all classes" regatta.

Thousands line the shores of this lake on the first day of August to watch the beginning of the Gold Cup time trials which are nearly as exciting as the big race itself.

August 2 is Kids' Seafair Day, with the small fry turning out en masse for parades and races, swimming meets and junior crew races. Coronation of the Queen occurs that evening at the Aqua Follies.

On August 3, the city's famous Chinatown welcomes visitors to its street carnival, dragon parade and fireworks display. Special entertainment is scheduled in the distinctive Chinese restaurants.

Next day's activities are highlighted by the Aqua Follies and a giant Seafair Square Dance. The following day, outboard speedboat races take place on Green Lake. That evening, the Torchlight Parade and Fiesta of Floats wends its way through the downtown district.

On the ninth day, district parades are held, the Seafair Salmon Derby takes place in Elliott Bay and the outboards race again at Green Lake.

On Sunday, August 7, last and biggest day of the Seafair Celebration, about 100,000 persons will throng the shores of Lake Washington to watch the Gold Cup Race. Seattle's own entry, SLO-MO-SHUN, with a speed record of more than 178 miles per hour will defend her title as the fastest boat in the world.

Other events on the final day of the celebration include sports car racing and swimming meets. In the evening under an August sky, Sea-

fair closes with a brilliant fireworks display from a barge anchored in Elliott Bay.

Empire Builder Time Cut Half Hour Eastbound

A 30-minute cut in the running time of Great Northern train No. 2, the eastbound Empire Builder, made effective June 10, has resulted in a later departure from Seattle.

Daily departure time of the transcontinental streamliner from King Street Station now is 3:30 PM, half an hour later than formerly. The change is designed to give both business and vacation travelers a longer day in Seattle.

The entire 30-minute reduction in running time has been absorbed between Seattle and Spokane, and was made possible by diesel-electric operation of the Empire Builder over Great Northern's electrified main line between Skykomish and Wenatchee. Time formerly required for locomotive change at the two points is saved and the station stop at Skykomish eliminated.

The railway announced in May that electrification over the Cascades will be abandoned in the late summer of 1956. Freight trains will continue to be handled by electric locomotives until that time.

Under the new schedule the Empire Builder leaves Everett at 4:18 PM, 27 minutes later than before; leaves Wenatchee at 7:23 PM, three minutes later, arriving at Spokane at 10:45 PM as before. Time from Seattle to Chicago has been reduced from 45 to 44½ hours.

Westbound running time of the Empire Builder between Chicago and Seattle was cut from 45 to 44 hours on May 29 to permit a later and more convenient departure from Chicago.

Ten

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Late arrivals
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Late arrivals board the West High-GN special train (right). The commissary car (above) was well patronized during the trip.

GN Graduation Special

Great Northern Railway's Minneapolis passenger station, ordinarily quiet and peaceful at 2 AM, was the scene of great activity at that hour on June 17, as members of the city's West High School graduating class boarded their GN special post-graduation moonlight excursion train.

Around 300 grads and their chaperones made the trip to St. Cloud on the all-night party train, planned as the best means of keeping the enthusiastic young people off the highways, yet provide a good time for all and a safe and sane method of burning off the considerable excess energy that remained after the big day. A similar trip by West High's 1954 class proved remarkably successful on all counts.

At 1 AM after the strains of "Auld Lang Syne" had ended the graduation ball, the kids hurried home to change their formal attire for more comfortable traveling clothes—blue jeans, slacks and shorts. Chartered busses picked them up and delivered them to the waiting train.



The 10-car special which included seven coaches, a commissary car where sandwiches, candy and soft drinks were available, and baggage cars fitted for dancing and equipped with a smooth swing combo, traveled leisurely the 64 miles to St. Cloud, arriving there around 4:30 AM, returning to Minneapolis at 6:30 AM, in time for breakfast.

Eleven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

NERN

New Glitter at Oregon's Famed Timberline Lodge

Although the distinctive architecture and craftsmanship which went into Timberline Lodge, a mile high on Mount Hood, Oregon's number one resort, could scarcely be improved upon, Mr. and Mrs. Richard L. Kohnstamm, the new operators, have spent many thousands of dollars in restoring the original furniture and furnishings, cleaning and repairing every corner of the massive structure, and have greatly improved the efficiency and service of the lodge and its year 'round sports facilities.

The new management has imported experienced and qualified key men from world-famed U. S. and European resorts, and has purchased homes in nearby Rhododendron for staff members. Wholesome recreational facilities for employees have been provided to attract a high type of young single men and women for service jobs.

All tows and chairlifts are being electrified to provide smoother, faster rides, while runs and slope are being tailored to exactly suit the tastes of the most enthusiastic winter sports fans. Already in operation is a new "snowcat" capable of hauling up to 25 skiers to good snowfields every day of the year on a normal summer.

Contractors have *virtually completed the rebuilding of the chairlift up the "Magic Mile" to the 7,000-foot level at Silcox hut. To insure operation of lifts without delay even during the winter's worst storms, a revolutionary rotary plow is being built. Planned is another double chairlift which should be ready for use this coming winter season.

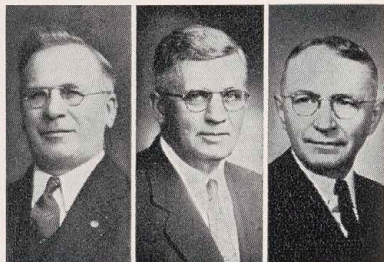
Behind the scenes changes have been just as extensive. Kitchen

Twelve

equipment has been thoroughly overhauled, rearranged and supplemented. The Ski Grille has been rebuilt. Improved equipment in the Ram's Head Bar will double service speed.

For summer visitors the management plans horses for rides and fishing trips. Golf tours are scheduled to Mount Hood Golf Course at the foot of the mountain. Hiking and mountain climbing are being encouraged. A skating rink and swimming pool are included in the expansion program. Folk dancing and straight ballroom dancing will also be part of the year around entertainment program.

GN Vets Meet



Hansen

Stoll

Marthaler

Over 1,100 members of Great Northern Railway's Veterans' Association present at the organization's 43rd annual meeting held June 11 at Minot, North Dakota, elected H. N. Hansen of Minneapolis to serve as president for the ensuing year. W. F. Stoll of St. Paul was named vice president and J. H. Marthaler, St. Paul, was re-elected secretary-treasurer.

Newly elected directors are Fred C. Spencer of Minneapolis and A. M. Harvey, Seattle.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Goat Gaieties



Pat Hand

"Ah wins."

"What yuh got?"

"Three aces."

"No yuh don't. Ah wins."

"What yuh got?"

"Two eights and a razor."

"Yuh sho' do. How cum yuh so lucky?"

* * *

What Isn't Wrong?

"Doctor, what is wrong with me?"

"Madame, you are too fat, you use too much rouge and lipstick, you get your hair bleached, you smoke too much and one other thing—you are in the wrong office. The doctor is next door—I'm a newspaper man."

* * *

Swore Off

When a reporter on a daily newspaper was sent out to interview men on the subject of women, one of the men he questioned had just passed his 101st birthday.

"I'm afraid I can't help you much," replied the old gentleman regretfully. "I quit thinking about women almost two years ago."

* * *

No Hurry

Man, on telephone: "Doctor, my wife has just dislocated her jaw. If you're out this way next week you might drop in."

All Over Town

The husband told the judge. "I came home and there was my wife in the arms of a strange man."

"What did she say when you surprised her?" asked the judge.

"Well, Judge, that was what hurt me the most," said the husband. "She turned around and saw me and then said, 'Well, look who's here. Old blabbermouth! Now the whole neighborhood will know!'"

* * *

Extra Dividend

A young man had just met the father of his favorite girl. "The young man who marries my daughter will get a prize," boasted the proud parent.

There was a pause before the youth replied: "May I see it?"

* * *

Twongue Tister

Bartender: "Don't you think you've had enough to drink?"

Barfly: "Misshen, lister, I only had tee martoonies and I'm not as much under the affluence of inkahol as some thinkle may peep, and the drunker I stand here the longer I get!"

* * *

Back to Normal

Roy: "Are you and your wife on speaking terms?"

George: "Well, I'm listening again."

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

New Mt. Spokane Ski Area

A completely new winter sports recreation area on the east slope of Mount Spokane by late fall is the goal of a project now underway on the 5,828-foot peak northeast of Spokane, Washington.

Installation of a \$200,000 chair lift, already contracted for, will be contingent on completion of a road extension to the area, although backers of the project have repeatedly expressed a desire to have the new lift in operation for the 1955-56 ski season. Rope tows, however, will definitely be ready for use this coming ski season, according to late reports.

Architects are completing plans for a 30 x 60 foot, two story ski lodge to be built this summer in the new area, presumably near the lower terminal of the projected chair lift. The building will have a sun deck, huge fireplace, glassed in front facing uphill, and will include rest rooms, ski patrol and lunch room facilities.

Glacier Park Naturalist Program Underway

Now underway in Montana's Glacier National Park is the 1955 summer naturalist program directed by M. E. Beatty, chief park naturalist, and Don Robinson, park naturalist.

Working with them are 12 ranger naturalists, who during winter months are science teachers or advanced college students. All have worked in Glacier before.

The program includes nature walks, all-day hikes, evening and campfire lectures, information services and boat trips. Overnight hikes to alpine areas will be scheduled when snow conditions permit.

The weekly schedule of evening and campfire naturalist talks is made

up so that visitors traveling from place to place will be able to listen to a new subject every day Monday through Saturday. These are held at Many Glacier Hotel, St. Mary, Lake McDonald Hotel, Avalanche and Two Medicine.

Each Monday lecture is "What to do and see in Glacier"; each Tuesday, "Human History of Glacier"; Wednesday, "Story of the Rocks and Glaciers"; Thursday, "Animal Life of the Park"; Friday, "Trees and Flowers of the Park," and Saturday, "National Park Highlights."

New Ship for Alaska Steam

The Liberty ship Volunteer State acquired from the States Marine Corporation of New York is the second such vessel to be purchased by the Alaska Steamship Company within the past six months.

Addition of the Volunteer State increases to seven the number of vessels purchased by the Alaska Line since the end of World War II, a total of 66,000 tons.

Alaska Steam also has six vessels of 36,000 tons under charter from the Maritime Administration for a total fleet of owned and chartered vessels of 102,000 tons.

The Volunteer State is scheduled for re-naming in line with company policy of identifying its ships with Alaskan names.

Hungry Horse Power

The powerplant of gigantic Hungry Horse Dam in northwestern Montana, generated electric power at a record rate during the 1955 fiscal year that ended on June 30.

The 1955 generation of 956,810,000 kilowatt hours compares with 682,134,000 during the previous 1954 fiscal year and 126,477,000 for the 1953 fiscal year.

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*Tall firs and cedars
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city's 1000-acre
Stanley Park.*



Seeing Vancouver via Gray Line

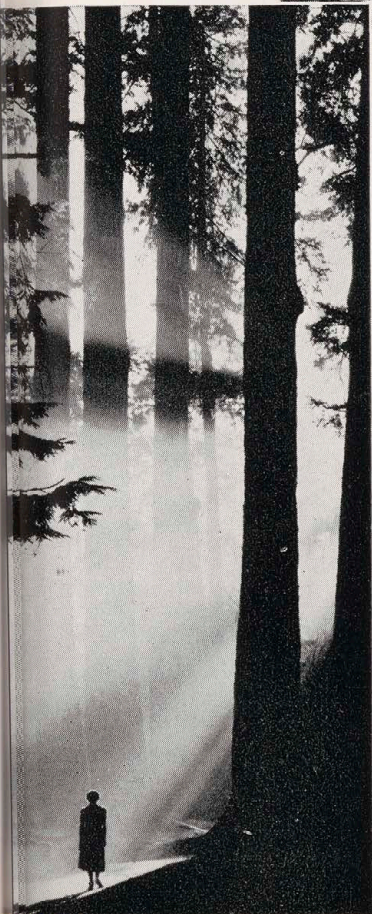
Vigorous cosmopolitan Vancouver in British Columbia, Canada's third city in size and principal western seaport, and northern terminus of Great Northern's streamlined Internationals has much to offer sightseers.

Beautifully situated on the shores of the Pacific Ocean, the city which is the Dominion's gateway to Alaska and the Orient, faces a range of snowcapped mountains which taper off in terrace like levels to a sheltered natural harbor.

Comfortable Gray Line coaches schedule several daily departures during the summer months from centrally located Hotel Vancouver on four separate and compact yet comprehensive sightseeing tours of the city and adjacent area. These are especially convenient for visitors whose time is limited.

The Grand City tour covers the business section and Chinatown; 1,000-acre Stanley Park where tall cedars and Douglas firs contrast with rose gardens and brilliant totems; the winding Marine Drive along ocean beaches to the handsome

(Concluded on page 16)



Diplomat Travels via GN



Ambassador from Ceylon, R. S. S. Gunewardene at King Street Station in Seattle. Forde photo.

A recent passenger on Great Northern Railway streamliners Western Star and Internationals was Mr. R. S. S. Gunewardene of Washington, D. C., Ceylon's Ambassador to the United States. The Ambassador was en route to and from a visit to the University of British Columbia at Vancouver.

Between trains in Seattle, Mr. Gunewardene praised the Western Powers led by the United States for their efforts in the cause of world peace. Commenting upon the recent Asian-African Conference in Bandung, Indonesia, he said that the nations of the free world had scored a resounding diplomatic victory.

VANCOUVER—concluded

campus of the University of B. C., and exclusive residential Shaughnessy Heights, with a pause atop Little Mountain for a panoramic view of the city's impressive skyline. Scheduled time is three and a quarter hours.

Sixteen

A second tour of two and three quarters hours features Capilano Canyon, the harbor and British Properties; North Vancouver; the lofty swinging suspension bridge over the rushing Capilano River; fine residential areas; Capilano Golf Course and Lions Gate Bridge, longest suspension bridge in the British Commonwealth of Nations.

The Sunset, Cliffs and Shore Tour takes visitors through the center of Stanley Park, across Lions Gate Bridge, past the new Sentinel Hill and Westmount residential districts, along the scenic Cliff-Shore Marine Drive to West Vancouver, and to Whytecliff Park on fiordlike Howe Sound.

Stanley Park, downtown homes and gardens are features of yet another trip, somewhat shorter. Included in the itinerary is the drive to exclusive Shaughnessy Heights with its lovely homes and gardens, to the top of Little Mountain for a magnificent view of the city and its mountain-guarded harbor, down to the business and Oriental sections, and through beautiful Stanley Park. Scheduled time for this tour is two and a quarter hours.

Tours 1, 2 and 3 may be combined for an economical all-day package trip.

Don't Feed the Bears

Opening of the heavy summer season in national parks has prompted the National Park Service to reiterate a warning to park visitors to refrain from feeding or molesting wild animals, especially bears.

Although warnings are posted throughout the parks some visitors persist in feeding the bears and thus invite trouble.

Bears are particularly interesting animals and their antics can be very amusing. Though they seem to be tame, they are not and too close association with them can result in serious injury.

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With Great Northern's Compliments

Generous glasses of delicious, thirst-quenching chilled apple juice from the orchards of the "Magic Wenatchee Valley" of Washington State are being served with the compliments of Great Northern Railway to passengers in the lounge cars of its transcontinental streamliners Empire Builder and Western Star every afternoon from 3 to 3:30 PM. The complimentary service, inaugurated on June 15, has met with the hearty approval of patrons.

Apple juice has long been featured on the menus of the railway's dining cars, and has enjoyed increasing popularity throughout the years.

Shown above in the lounge-observation car of the Empire Builder,

Anne Miles of Seattle and N. D. Keller, GN's General Passenger Agent, also of Seattle, sample apple juice served by lounge car attendant Commodore Oden.

Washington's \$100,000,000 apple industry is responsible for about 30 per cent of the nation's commercial crop. Wenatchee, "Apple Capital of the World", derives its title from the fact that from 15,000 to 20,000 refrigerator carloads of the fruit are shipped annually via Great Northern Railway from its huge Appleyard Terminal located there. Thousands of tons of apples are converted into juice, cider, jams, jellies, confections and other products, much of the processing being done locally.

Seventeen

THE STREAMLINED EMPIRE BUILDER

PNW-California Rail-Trailer Service

Great Northern along with the Western Pacific and the Santa Fe has established "piggyback" trailer-on-flat-car freight service between Pacific Northwest and Southern California points via the unified "Bieber Route" through Central Oregon.

This service is in addition to that inaugurated earlier this year between the North Pacific Coast and Northern and Southern California, jointly by Great Northern and Southern Pacific Lines.

Great Northern points served under rates effective May 25 are Seattle, Tacoma, Everett and Portland. Principal terminal areas in California are Los Angeles, San Diego and Bakersfield.

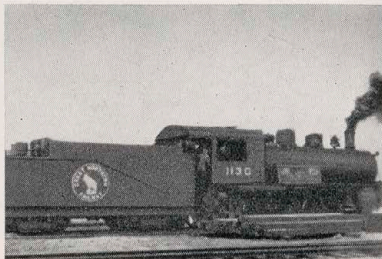
Shipments of 10,000 pounds or more are handled at competitive rates in motor type trailer units, both insulated and non-insulated, and are carried on especially constructed flat cars. Great Northern has provided 56 trailers and 20 flat cars for the service and has constructed ramps for loading and unloading of the trailer units. Contracts with independent drayage firms provide for customer pick-up and delivery.

Northbound train service is provided by the fast "Expediter", leaving Los Angeles at 10:00 PM Mondays, Tuesdays and Fridays, with third morning arrival at Portland at 2:30 AM and at Seattle at 6:00 AM. The cars also are handled northbound on the "SWG", fast time freight leaving Los Angeles at 3:00 AM daily, arriving in Portland at 5:30 PM and at Seattle at 10:00 PM the third day.

Eighteen

Southbound, the trailer-on-flat-car units are handled by the fast time freight "GWS", leaving Seattle at 2:00 AM daily and arriving at Los Angeles at 4:00 PM the fourth day.

Locomotive 1130 in Korea



Veteran engine 1130 now in Korea still retains the GN Goat trademark.

Veteran locomotive number 1130 donated last year by Great Northern to help in the rehabilitation of war-torn South Korea is rendering yeoman service in transfer and switching duty at Pusan.

According to word received from the Commanding Officer of the 724th Transportation Battalion (Railway Operating), the Class F-7 Consolidation locomotive, one of several donated by American railroads to the Korean National Railways, is the only one to retain its original trademark, the familiar "Goat". All others have since been painted over.

The Korean National Railway has almost completely been turned back to its former operators, the Army retaining only a minimum of operational and supervisory control. It is expected that later this summer KNR will have complete control. However, four diesel-electric locomotives of the Army are being retained on a stand-by basis for 8th Army support.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1955, are: James K. Ames, brakeman, Superior, Wis.; William J. Aitchison, agent-telegrapher, Warren, Minn.; William P. Blanchette, usher, Minneapolis, Minn.; Dr. Edward H. Frost, surgeon, Willmar, Minn.; David Flood, cashier, Superior, Wis.; Ludwig Folsom, engineer, Minneapolis, Minn.; Walter S. Foster, railway express agent, Wenatchee, Wash.; Phillip Gass, engineer, Minneapolis, Minn.; Fred J. Hodsdon, chef, St. Paul, Minn.; John F. Koehn, machinist, Grand Forks, N. D.; Frank W. Little, engineer, Seattle, Wash.; Frank G. Lindstrom, conductor, Breckenridge, Minn.; James McDonald, engineer, St. Cloud, Minn.; Floyd McDonald, engineer, Havre, Mont.; Edwin A. Ringwald, clerk, St. Paul, Minn.; Horace A. Steen, agent, Kerkhoven, Minn.; Robert J. White, conductor, College Park, Md.

Members reported pensioned during June, 1955, are: Arthur E. Anderson, section foreman, Yankton, S. D.; Fred W. Albachten, superintendent dining cars, Seattle, Wash.; Alfred J. Pellerin, conductor, Superior, Wis.; Donald J. Robertson, relay manager, Whitefish, Mont.; Sidney Stauffer, engineer, Seattle, Wash.

The Third Annual International Dairy Show and Championship Rodeo will be held in Chicago's International Amphitheatre October 8 through 15. Premium lists and other information may be obtained by request to the International Dairy Show, Union Stock Yards, Chicago, Illinois.

* * *

During the school year just closed, 10,619 children in organized groups rode Great Northern trains in the Puget Sound area. Individual groups numbered 318, and adult escorts 1,951. This compares with last year's previous high of 6,271 children and 1,226 adults.

* * *

The New York Railroad Club has announced its seventh consecutive yearly transportation essay contest. First prize will be \$750; second, \$500, and third, \$250. Information can be obtained from John Burry, executive secretary of the club, 30 Church Street, New York 7, N. Y.

* * *

Raymond A. Preston, Great Northern Seattle city ticket agent and a GN employe since 1911, retired on June 30.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

GLACIER PARK CANADIAN ROCKIES PACIFIC NORTHWEST CALIFORNIA



LOW-COST PRE-ARRANGED ALL-WESTERN TOURS



Great Northern Western Tours can include Glacier National Park in Montana . . . Canadian Rockies . . . Vancouver and Victoria, B. C. . . . Yellowstone.

Tours of the Pacific Northwest provide sightseeing in Seattle, Puget Sound, Portland, Columbia River Gorge and Mt. Rainier. Convenient connections for a pre-arranged scenic tour thru California.

"TOP O' THE WEST" ESCORTED TOUR INCLUDES -
GLACIER PARK-CANADA-PACIFIC NORTHWEST, AS LOW AS

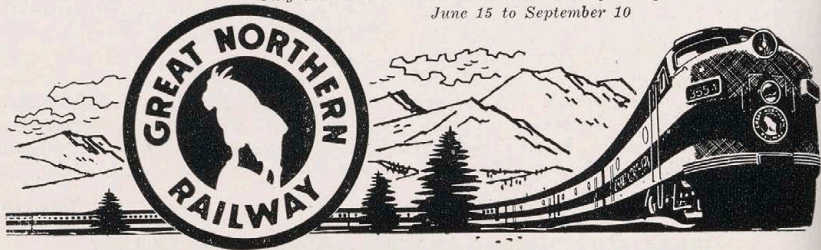
\$289.50

FROM CHICAGO
(via coach, all taxes included)

Leaves Chicago on the Streamlined, Dome-Equipped **EMPIRE BUILDER** every Sunday through August 28

BE CAREFREE, GO CAR-FREE... GO GREAT NORTHERN

Only the streamlined **WESTERN STAR** stops daily at Glacier Park,
June 15 to September 10



The Great Northern

GOAT

AUGUST 1955





Hearty ranch style breakfasts coming up for these dudettes bound for Rocky Bar O Ranch.



M Lazy V girls enjoy a mid-morning "milk break" in the colorful coffee shop car.



Shooting mountain scenery from the lounge car window.



Members of the Spotted Bear Lodge delegation stretch their legs at St. Paul.



Rise and shine! Time for breakfast.

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WESTWARD HO



The summer of 1955 will be a never-to-be-forgotten experience for some 120 teen age boys and girls from the New York, St. Louis and Chicago areas who, in early July, traveled from Chicago to Montana points in special Pullmans on Great Northern's streamlined Western Star for extended dude ranch vacations.

Bound for Rocky Ear O Ranch at Bigfork, Montana, a party of 53 girls was escorted by Miss Mona Pick. Another group of 36 girls in charge of Miss Estelle Meadoff was en route to the M Lazy V Ranch near Whitefish. Miss Meadoff also was responsible for the well being of 30 boys headed for a summer camp operated in connection with Spotted Bear Lodge near Coram.

Throughout the great western area served by Great Northern Railway are many fine guest ranches and

resorts, some complete with every luxury and convenience; others where one actually does "rough it" but in comfort. There are special ranches and camps just for boys and girls and ranches that cater especially to family groups as well as swank western resorts. Several, located in the vicinity of Glacier National Park in the Montana Rockies, feature saddle-trips into the Park as part of their entertainment programs.

All feature an abundance of tastefully-prepared excellent food, clean, comfortable accommodations and genuine Western hospitality.

There are no set programs that a guest is expected to follow, yet never is there a lack of activity. One can engage in all the regular ranch activities—even help with the chores if he has the inclination, or he may just

(Concluded on page 6)



Study in concentration. Learning the intricacies of rope twirling, rodeo style. Classroom is the Western Star's observation-lounge.

The Great Northern



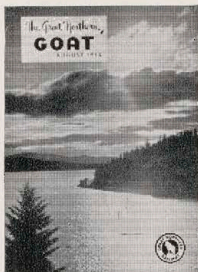
Vol. 25 August, 1955 No. 8

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

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



Beautiful
Lake Coeur
d'Alene in
Northern
Idaho.

Luoma photo

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Your Railroads

Although it is not just around the bend, a nuclear-powered locomotive now has begun to look feasible enough to embolden two big American companies into undertaking intensive joint studies to determine the practicality of building such an engine and developing it for widespread use.

The new studies which will have the cooperation of the Atomic Energy Commission are based on encouraging leads resulting from an earlier inquiry into the problem and will give special consideration to a type of nuclear engine that could be used for purposes other than just pulling trains. And the present outlook, according to the project's leaders, is sufficiently promising to suggest that there may be breakthroughs of a kind that could well open the way to a new era in American railroading.

The theoretical feasibility of atomic railroads has long been recognized. Early last year, Dr. Lyle B. Borst, a Utah University physicist once associated with the AEC, revealed a specific plan for a steam-generating nuclear reactor designed to develop four times the power of a modern Diesel engine. This reactor, which would be only two feet wide, three feet high and three feet long, would be capable of driving a locomotive for a full year on 11 pounds of uranium fuel. The fact that it would require some 200 tons of shielding against radiation, apparently would pose no serious weight problems for the country's present roadbeds.

What still is problematical, however, is whether a nuclear locomotive could compete economically with the Diesel. The projected studies, among other things, will be aimed at finding a sure answer to that question.

THE STREAMLINED EMPIRE BUILDER

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◀The pipe band from Lethridge marches across the town square.

Mr. J. H. Atkinson,
superintendent,
Waterton Lakes
National Park.



Photos by Mel Ruder, Hungry Horse News, Columbia Falls, Montana.

International Day At Waterton Lakes

Alberta's Waterton Lakes National Park which adjoins Montana's Glacier National Park on the north, was crowded with Albertans and visitors from the United States on Saturday, June 25, during the observance of "Waterton International Day". The celebration is sponsored annually by the Waterton Lakes National Park Chamber of Commerce.

A long and colorful parade which was one of the feature events of the day began the host of activities which lasted throughout the afternoon and evening.

The parade was led by Park Superintendent J. H. Atkinson mounted on a palomino, followed by two standard bearers and a contingent of Royal Canadian Mounted Police in scarlet tunics.

Blood Indians from Cardston also played a major part in the parade along with the western mounted section and chuckwagons. Four marching bands from southern Alberta including organizations from Pincher Creek, Crows Nest Pass, the Sea Cadets from Lethbridge and the

(Concluded on page 6)



Billy Heavy Runner, one of the celebration's featured Indian dancers.

Empire Builder Trophy



Tony De Rooy, PNW Dahlia Conference president, displays the Empire Builder Trophy.

A handsome loving cup, furnished by Great Northern Railway and known as the "Empire Euilder Trophy" will be awarded to the exhibitor whose large-size basket or vase of large dahlias is judged the best at the 1955 Dahlia Show scheduled to be held in Everett, Washington, September 3 and 4. The trophy will become the permanent possession of the first exhibitor to win it three times.

The Pacific Northwest Dahlia Conference, to which the trophy has been donated, is a newly formed organization comprised of dahlia societies in Washington, Oregon and Idaho, as well as individual members in various other states and countries all over the world. Tony De Rooy, of Monroe, Washington, superintendent of parks for Great Northern Railway, is president of the conference.

The organization plans to sponsor

Six

a dahlia show annually, at various locations in the Pacific Northwest.

Another trophy, donated by the family of the late Andy De Rooy, long time Great Northern superintendent of parks, will be awarded for the best seedling dahlia exhibited at the show.

WESTWARD HO—concluded

relax and be plain lazy. There is something doing all the time. Riding, hiking, overnight pack trips, chuck wagon trips, barbecues, boating, swimming, fishing, all day picnics, local rodeos, occasional visits to nearby towns and points of interest, and during the evenings, moonlight rides, singing and story telling around the camp-fire and square dancing.

There is a spirit of genuine friendliness and lack of formality. Casual attire is customary—Levis, shirts, riding breeches, slacks, sweaters, shorts. And jackets for comfort during the crisp, cool evenings.

The regular dude ranch vacation season in Montana and the Pacific Northwest States and Canadian Provinces extends from early May well into October. Many of the outfits remain open until late fall to accommodate hunting parties. Others operate all year around.

WATERTON DAY—concluded

Bonnie-Doone Pipe Band supplied the music.

The town square was the scene of much of the afternoon's activities and guests were entertained with band music, riding, fancy roping exhibitions and boat racing.

The day also marked the climax of the 1955 Fish Derby which began with the opening of the season last spring. Substantial cash prizes were awarded to lucky anglers who captured the largest of the various species found in Waterton's lakes and streams.

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Pygmy Forest has mature cone-bearing pines and cypresses with trunks no bigger than a lead pencil.

Redwood Empire—Land of Contrast

In the shadow of the world's oldest and tallest trees, in northern California's Redwood Empire, there exists a Lilliputian fairyland unknown to more than a handful of foresters and botanists and occasional visitors.

Here in Pygmy Forest, between Fort Bragg and Mendocino City, is a Tom Thumb growth of mature cone-bearing pines and cypresses, ranging from 16 inches to 15 feet in height. Nearby the midget trees, which grow in an area three miles wide and 15 miles long, are the towering redwoods, whose circumferences reach 78 feet and their height as much as 364 feet.

The miniature trees are even overshadowed by masses of wild rhododendrons and azaleas which thrive in



Cross-section of a giant redwood shows outstanding events of history since the birth of the tree 1,045 years ago.

the earth whose high acid content dwarfs the pines and cypresses.

Ranging through the Pygmy Forest, which affords them a perspective more in keeping with their own size, are rabbits, field mice, squirrels, raccoons, gray foxes and other creatures. Song sparrows find the delicate branches of the tiny trees hardly adequate as musical perches.

Both pygmy varieties found in the Redwood Empire live to a normal age—the cypress to about 40 years, while the pine averages between 80 and 100 years.

Should a band of Lilliputians decide to desert fairyland and build homes in the Pygmy Forest, they would find the lumber in the miniature trees well suited for construction purposes.

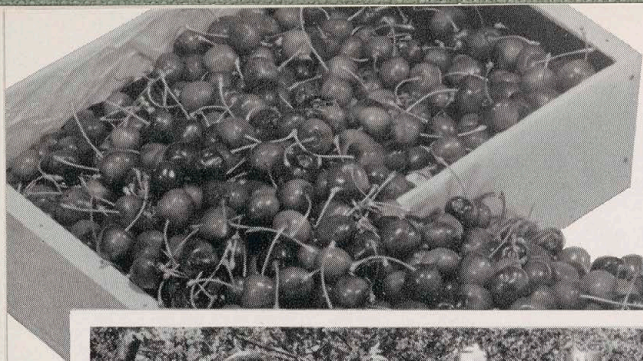
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YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

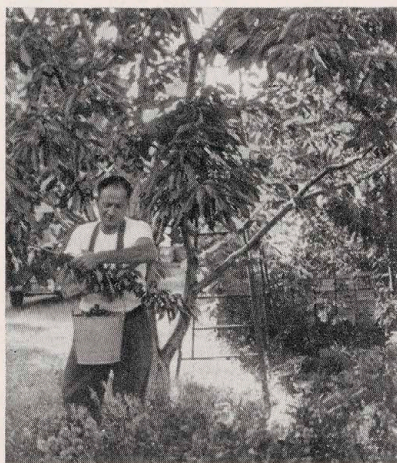
MONANA

A recent large sweet cherry production in Lake County, Montana, has opened up the region for cultural activities.

From 1940 to four million cherries are harvested annually with a young orchard producing 100,000 in its fourth year. Lake County is the commercial



Montana's 1955 Cherry Queen Marlene Peters of Polson (second from left) and her attendants. Photo by Ivan Pollman, Polson (Montana) Courier.



Migrant workers harvest the bulk of the Montana cherry crop.



Local help is used exclusively in processing the Montana sweet cherry crop.

MONTANA SWEET CHERRIES

Relatively recent large scale venture, sweet cherry production in the Flathead area of western Montana, has developed into one of the region's major agricultural industries.

Three to four million pounds of cherries are harvested annually in the area, with more young orchards coming into production each year. Lamberts and Bings are the chief commercial crop.

Early settlers raised a few sweet cherries along the shores of Flathead Lake as far back as the turn of the century, but it was not until the 1930's that sweet cherry acreage began expanding in earnest. Some 35 to 40 thousand sweet cherry trees were planted in 1936 and 1937 alone.

Most of the orchards extend in a narrow strip along the east and south shores of

(Continued on page 10)



A Montana sweet cherry orchard in bloom. In the background is beautiful Flathead Lake.



Weighing out 15-pound boxes of delicious Montana sweet cherries.

extensively in production of sweet cherry crop.

LET'S MAKE BOTH LANES SMOOTH!



MONTANA CHERRIES—continued

Flathead Lake, at the foot of the Mission Range of the Montana Rocky Mountains. Temperatures are equalized by the large body of water and many of the orchards are irrigated from mountain streams. The area is about 30 miles in length, but few orchards are more than a quarter of a mile wide.

Individual orchards range from a very few trees to 10 acres, with the average somewhere around four acres. Trees usually are planted about 90 to the acre.

Bulk of the crop is marketed by grower-owned associations; Flathead Lake Cherry Growers, Incorporated, of Kalispell, and the Flathead Sweet Cherry Growers of Polson.

The industry was given an assist in 1934-35 when Great Northern Railway erected the first cherry warehouse and packing plant at

Kalispell. The newly organized Flathead Lake Cherry Growers Association entered into a rental-purchase plan with the railway and operated the packing plant on this basis until 1947 when it was purchased outright. Since that time, several expansion programs have been completed.

Flathead sweet cherries are marketed chiefly throughout the mid-west and east with more and more of the crop finding its way into the deep south. Southern fruit buyers, surprised at the delicate flavor and firmness of the fruit call them the "cherries that bounce".

The region's biggest crop was in 1953. Last year's tonnage was somewhat less, but the fruit brought a better price. At the Kalispell warehouse some two million pounds were handled in 1954 with an additional 700,000 pounds going through the plant at Polson. Additional refrigerator carloads were shipped by independent growers.

During the present growing season, a late spring set the crop back somewhat, but warmer weather advanced the fruit rapidly. Harvesting probably will be completed early in August. It appears that the crop will run about the same as last year's in quantity, with quality exceptionally high.

Huge Log Display

The Chamber of Commerce and Park Board of Bellingham, Washington, plan to obtain a large "butt cut" log which will be permanently displayed on a concrete base in one of the city's parks.

The huge timber which will bring back memories of the old days in the logging and mill business in Whatcom County will measure 11½ feet in diameter and will come from an area on the upper Noosack River.



Comforting Thought

After the specialists who had been called into consultation had examined the patient, they retired to another room to discuss diagnosis. The curious patient sent his small son to listen at the door.

"Could you hear what they said?" he asked the boy.

"I listened awfully hard," his son said, "but I couldn't get the big words. All I could understand was when one of them said, 'Oh, well, we'll find out at the postmortem.'"

* * *

Call It a Draw

The battle of the sexes will never be won by either side; there is too much fraternizing with the enemy.

* * *

Stingy

Visiting in a small town, she was entranced at the exquisite beauty of a pair of fair-haired little girls playing in the yard next door. Calling her hostess' ten year old son, she asked who they were.

"Aw, they're just the doctor's kids," he replied. "He always keeps the best for himself."

* * *

Wouldn't You?

Speaking of trade relations, almost every one would like to.

Come and Get It!

The group of fishermen stopped at a backwoods farm house to see if they could buy lunch.

"Reckon so," said the farmer's wife, "Effen you likes pork chops—that's all I got."

The hungry men fell to with a will. Afterwards they complimented their hostess on the quality of the meat.

"Well, I should hope so," she replied, "that's none of your butchered meat. That hawg died a natural death."

* * *

Enough Is Enough

A gentleman strolling through downtown one evening saw two quaint-looking old ladies hovering near a bar. "Poor old things," he remarked to himself, "they're doubtlessly trying to work up courage to go in."

He sneaked up close to the pair and listened. "Come on, Nellie," one pleaded. "Let's go in."

"No," the other replied, "let's skip this one."

* * *

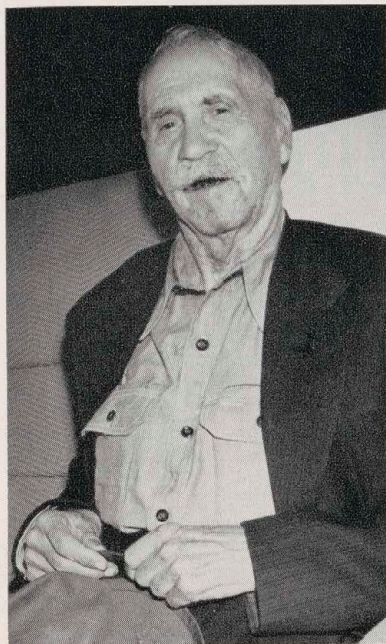
Advice of Counsel

Boss: "Who told you that just because I kissed you a couple of times, you could neglect your work around here?"

Secretary: "My attorney."

Eleven

First Train Trip



Mr. Benn relaxes in his seat in one of the Empire Builder's new Great Dome cars.

Eighty-seven years ago at the age of five, Samuel Benn traveled with a band of pioneers in six covered wagons from southern Missouri to the Oregon country. Late this July, Mr. Benn, now 92, was a passenger on Great Northern Railway's streamlined Empire Builder en route from his home in Plymouth, Washington, to Ann Arbor, Michigan, where he now is living with a son.

The trip marked two "firsts" for Mr. Benn. It was the first time he ever had been on a modern train and it was his first trip east since he settled in the Pacific Northwest.

Twelve

The old gentleman occupied a seat in one of the Empire Builder's new coach dome cars and said he did not care to ride in a berth because he wanted to look out the windows and see if the country had changed.

With a huge chew of tobacco tucked away in his cheek and a twinkle in his eye, Mr. Benn readily admitted that while modern rail travel is faster and more comfortable than the covered wagon version, both trips had one thing in common—there was no attack by Indians.

New Schedules For GN's Internationals

New schedules for four of the six Great Northern streamliners operating daily between Seattle, Washington, and Vancouver, British Columbia, became effective July 17.

Streamliner service was extended to several communities formerly served only by Great Northern's local passenger train, which was terminated the same day.

Running on the new schedule the northbound Morning International leaves Seattle at 8:05 AM, arriving in Vancouver at 12:15 noon. The northbound Evening International leaves Seattle at 6:25 PM, arriving in Vancouver at 10:20 PM.

Southbound, the Morning International leaves Vancouver at 8:00 AM, and arrives in Seattle at 12:15 noon. The Afternoon International leaves Vancouver at 12:45 PM, and arrives in Seattle at 4:40 PM.

No changes have been made in the schedules of the northbound Afternoon International or the southbound Evening International.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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AVEL



Washington State Capitol Group

The Capitol Buildings and Grounds at Olympia, Washington, are one of the state's most popular visitor attractions. About 150,000 sightseers visit the Capitol Group each year.

Olympia is situated at the extreme southern end of Puget Sound, 60 miles south of Seattle. The city rises from its water front where rain forests once grew at the water's edge. On Olympia's shores are lumber and plywood mills. The city is sustained by the forest industries, fish and oyster processing, canning, a brewery and the large statehouse payroll.

The Capitol Buildings rise on a knoll south of the modern business district. The white sandstone Legislative Building, capped with a massive and graceful dome, dominates the entire city. Five office buildings flank the Capitol and a sixth is under construction north of the group.

The Legislative Building is considered one of the most beautiful Capitols in the nation, rising 287 feet from its base. The main entrance is

The Washington State Museum (left) is located a short distance from the Capitol Group.

The Soldiers' and Sailors' Monument honors those who gave their lives in World War I.



formed by eight Corinthian columns more than 30 feet in height. Simplified Doric columns, four feet in diameter and 25 feet high, enclose the remainder of the building. All the columns lean inward slightly to emphasize stability. Thirty-ton bronze doors at the main entrance are embossed with reproductions depicting the state's economic growth.

The building's inner rotunda is perhaps the most impressive feature. The interior is done in varieties of marble from all parts of the world. An eight ton bronze chandelier is suspended by one and a half tons of chain, 101 feet long.

(Concluded on page 14)

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Rail Credit Card Now Nationwide

A new rail "credit card" good from Coast to Coast and on virtually all major rail lines has been made effective August 1.

The new Rail Travel Card will permit credit on all participating railroads including Great Northern for Rail and Pullman tickets and for meals and refreshments on trains. Designed for the convenience of the regular traveler, the new card will be issued both to companies for their traveling personnel, and to individuals for personal travel.

No deposit or cash balance is required. The Rail Travel Credit Agency, Room 436, Union Station, Chicago 6, Illinois, will clear credit ratings of applicants for its member railroads, which will handle billing directly with the card subscribers.

The new plan will be especially beneficial to business travelers and their companies. It reduces the risk and inconvenience of carrying large amounts of cash. It cuts down the necessity for cash advances by the company for its employees, and it will certainly make expense accounting and tax reporting simpler.

CAPITOL GROUP—concluded

Embedded in the marble floor 80 feet below the chandelier is the bronze seal of the State of Washington. Daily organ recitals illustrate the amazing acoustics of the building, said to rival those of St. Peter's in Rome and the Mormon Tabernacle at Salt Lake City.

A guide is on duty seven days a week to show visitors through the Capitol including the State Reception Room, one of the most beautiful formal rooms in the Western Hemisphere. On its gleaming marble floor lies the largest seamless rug in the world.

Fourteen

The beautifully kept grounds are a delight to color photographers. There are 55 acres of velvety green lawns and formal garden beds brilliant with variegated color.

A recent addition to the capitol grounds is an exact replica of Denmark's celebrated Trivoli Fountain. It consists of a series of water rings rising successively higher and topped by a single central spout. All of the sprays alternately rise and fall, and are illuminated with multi-colored lights.

Washington's huge bronze memorial to those who sacrificed their lives during World War I depicts a marching sailor, marine, soldier and Red Cross Nurse. Behind these figures stands a tall Winged Victory.

A totem pole measuring 71 feet in height which was donated by the school children of Snohomish County stands on the grounds as a permanent monument to Indian art of the Pacific Northwest.

Aide Named at Browning Museum

Mrs. Phyllis Jescelyn Jay, a native of Illinois, is serving as assistant curator of the Museum of the Plains Indian at Browning, Montana, and aide to curator Thomas F. Kehoe.

Mrs. Jay graduated this year with a degree in anthropology and art. She has had experience in museum work at Beloit College and during the past several months has been a museum student assistant at Logan Museum of Anthropology. She also has done museum work at Northwestern University.

Her field experience consists of archaeological excavations with the University of Colorado field school at Mesa Verde National Park.

In the fall, Mrs. Jay plans to attend the University of Chicago where she has a graduate scholarship in anthropology.

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Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1955, are: Albert N. Baldwin, engineer, Minneapolis, Minn.; William R. Brown, conductor, Kelly Lake, Minn.; Ray S. Cornell, conductor, Rugby, N. D.; Norman E. Dyer, engineer, Williston, N. D.; Edward Hughes, machinist, Havre, Mont.; Thomas P. Kitowski, engineer, St. Cloud, Minn.; John H. Molitor, engineer, Devils Lake, N. D.; William L. Reynolds, brakeman, Seattle, Wash.; Bertram W. Stone, conductor, St. Paul, Minn.; Carl Wiench, section foreman, Bagley, Minn.

Members reported pensioned during July, 1955, are: William E. Devorell, engineer, Everett, Wash.; James B. Fitzgerald, conductor, Willmar, Minn.; Leonard J. Kohlmeier, engineer, Big Fork, Mont.; Mathias Maglich, carman helper, St. Cloud, Minn.; William McClellan, carman, Sandpoint, Idaho; Walter E. Riddle, trackman, Hayti, S. D.; Joseph Smejkal, spot welder, St. Paul, Minn.

* * *

Class I railroads had 470 new locomotive units on order as of July 1, 1955. This compares with 124 one year ago. Of the total number on order, all were diesel-electric units except for one electric unit.

Tour parties and other organized groups traveling on Great Northern Railway's streamlined Internationals between Seattle, Washington, and Vancouver, British Columbia, should check hand baggage in the bonded locker provided on these trains.

Baggage so carried is inspected by Canadian Customs officials immediately upon arrival at Vancouver, eliminating unnecessary delay.

* * *

Retirement on August 1 ended the 42-year railroad career of James C. Sutton, veteran Great Northern passenger representative in Seattle, Washington.

A familiar figure at King Street Station, where he has met the incoming Empire Builder daily for the past four years, Sutton has been with Great Northern in Seattle since 1943. Previously he was for 20 years the railway's ticket clerk at Fargo, North Dakota.

* * *

Donald G. Toenjes, GN passenger representative at Oakland, California, has been appointed Seattle City ticket agent succeeding Raymond A. Preston who retired July 1.

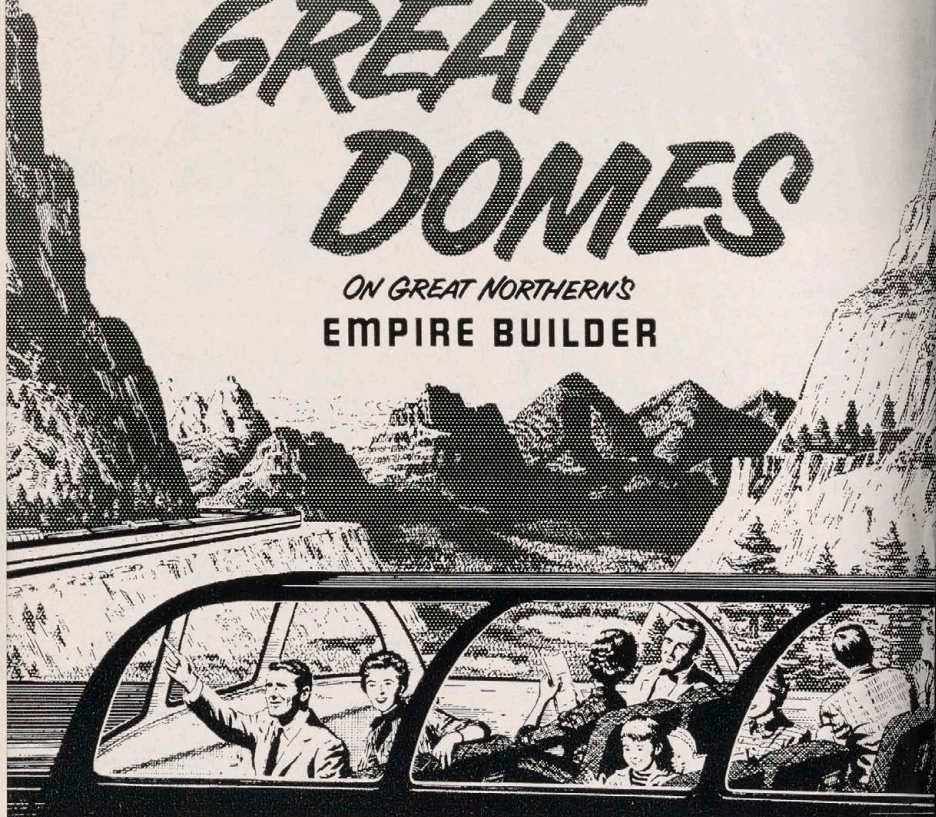
Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

NOW IN SERVICE!

GREAT DOMES

ON GREAT NORTHERN'S
EMPIRE BUILDER



See the magnificent grandeur of America's most scenic route . . . from new Great Domes on the Great Northern Empire Builder. Ride one of the luxurious coach domes . . . or the full-length dome-and-lounge soon to be in service.

NOW! FASTEST TRAIN FROM CHICAGO TO SEATTLE! One hour cut from running time makes the Empire Builder the fastest streamliner from Chicago to Seattle. Departure from Union Station, Chicago, is 2 p.m. daily (C.S.T.)—one hour later than before. Arrival times in Spokane, Seattle and Portland have not been changed.

GO GREAT... GO GREAT NORTHERN

The Great Northern GOAT

SEPTEMBER 1955

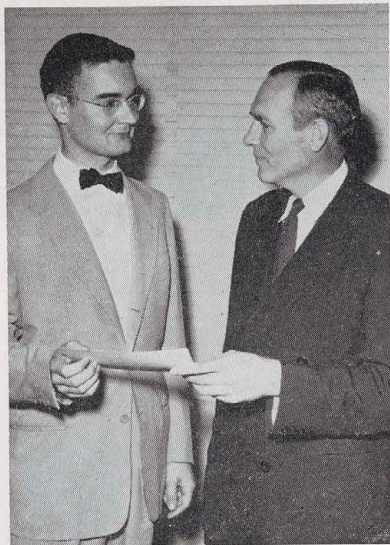


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THE GREAT NORTHERN
PRINTED IN U.S.A.

Completes Course at GN



Shown "graduating" after six weeks of studying and observing the day-by-day functioning of Great Northern Railway is David L. Jickling, faculty member of Carleton College, Northfield, Minnesota.

Jickling, pictured at the left, is receiving a certificate presented by John M. Budd, (right), president of Great Northern, in behalf of the railway and the Foundation for Economic Education.

Under a program sponsored since 1948 by the non-profit foundation, college and university faculty members are provided summer vacation opportunity for close-range study of how American business operates.

This is Great Northern's first participation in the college-business exchange and the first among railways in the area. Three other United

States railways are taking part this year, along with other business enterprises.

Jickling spent most of the six weeks at Great Northern general offices in St. Paul. He also observed business procedures at the railway's installations in some other communities.

"Giant Brain" for GN

Great Northern Railway will install a "giant brain" Univac electronic system for data processing in its general office building in St. Paul, Minnesota. The installation will be the first of its kind in the Twin Cities and the second among the nation's railways.

Through the complex computer system, the railway expects to speed production of statistics already being turned out and to provide additional data required for financial and operating purposes.

Delivery of the equipment, obtained from Remington Rand, Incorporated, on a rental basis, is expected some time next year.

Schubert Club Concerts

Many fall and winter visitors to St. Paul, Minnesota, will be interested in the 1955-56 series of concerts to be presented under sponsorship of the city's Schubert Club.

The organization's 73rd concert season opens in the St. Paul Auditorium on October 10 with the famed Bel Canto Trio.

Gina Bachauer, phenomenal Greek pianist appears November 8; Mattiwilda Dobbs, American coloratura soprano, December 8; Leonard Rose, often called "the outstanding 'cellist of our time," February 7, and Jacob Lateiner, one of the nation's stellar pianists, March 20.

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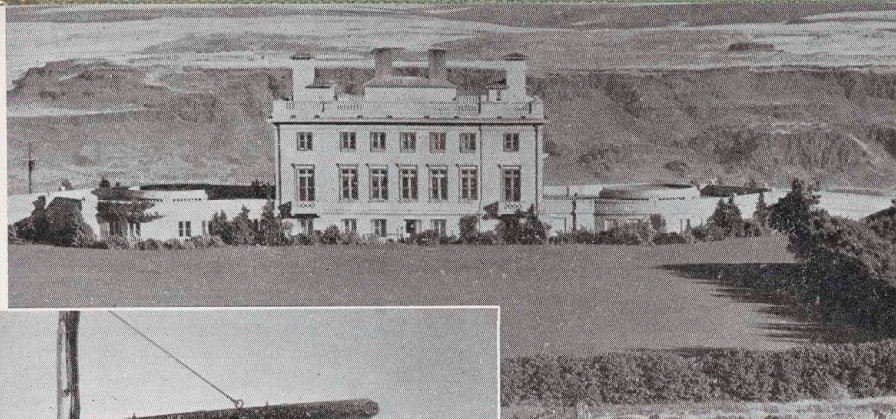
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Concerts

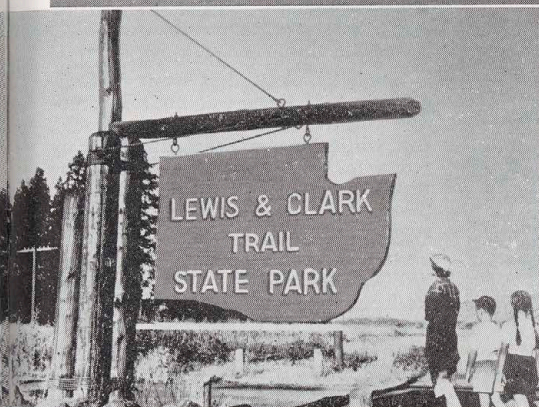
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In November of 1805, Lewis and Clark passed by the present site of the fabulous Maryhill Museum on the Washington State side of the Columbia River.



◀ Entrance to Lewis and Clark State Park in Eastern Washington.

Lewis and Clark Sesquicentennial

In the vast territory served by Great Northern Railway, the names Lewis and Clark are as familiar to most school children as are Superman or Hopalong Cassidy. One hundred and fifty years have passed since the two young captains led their expedition to the Pacific, but they left a mark which is burnished indelibly in all the land through which they traveled.

It is altogether proper that the northwest tier of states salute the Corps of Discovery. In addition to being one of the most stirring sagas in American history, the Lewis and Clark exploration is one of the most significant politically. Ostensibly the Corps was a scientific expedition to "study the flora, fauna and natives in the unknown lands west of the

Mississippi River," but actually the group was an expeditionary force of the U. S. Army, commissioned by President Jefferson to find an overland route via the Missouri and Columbia Rivers to the Pacific. The true purpose of the exploration was to prevent further encroachment by Spain, France and Great Britain into the California and Northwest Territories. The plan succeeded so well that America's strongest claims to the northwest were based on the Lewis and Clark Expedition.

Captain Meriwether Lewis, 29-year-old secretary to Jefferson, was placed in command. He enlisted the aid of his friend, William Clark of Virginia, giving him equal authority.

On May 14, 1804 the party num-

(Concluded on page 6)

Three

The Great Northern



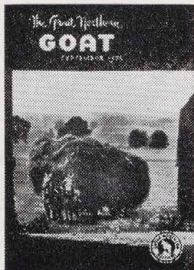
Vol. 25 September, 1955 No. 9

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



What a little time it seems since May—
Not much longer than yesterday!
Yet all this growing, which now is done
And finished, was scarcely then begun.
Susan Coolidge

Four

Your Railroads

Davy Crockett, fabulous "King of the Wild Frontier," idolized by millions of children, had many exciting adventures in his lifetime. But few events during the years he spent in Congress impressed and thrilled Crockett more than his rides behind the "Iron Horse." He recorded several of these rail trips in his journal, parts of which were published later in his autobiography.

When Crockett first went to Congress in 1827 there was not a locomotive anywhere in the New World. But while he was there, the railway era was born and by the time he was serving his third and last term, there were about 300 miles of railroad in the United States.

Davy's first train ride which was on the New Castle & Frenchtown Railroad is described thusly: "After a good deal of fuss, we all got seated, and moved slowly off, the engine wheezing as if she had the tizzick. By and by she began to take short breaths, and away we went with a blue streak after us."

References are made to several other rail journeys: from Philadelphia to Columbia; between Bordentown and South Amboy, New Jersey, and from Cambridge, Massachusetts to Lowell. Especially exciting was a trip on the Allegheny Portage Railroad, which by a series of ten inclined planes carried canal boats and railway cars over the summit of the Allegheny Mountains.

Colonel Crockett would have had added thrills and been proud indeed, if he had known that in years to come after his dramatic end at the Alamo, that locomotives, railway cars and stations would be named in his honor, and that his eldest son would one day be prominently identified with railway developments in Tennessee and Kentucky.

PROGRESS IS A GREAT NORTHERN HABIT

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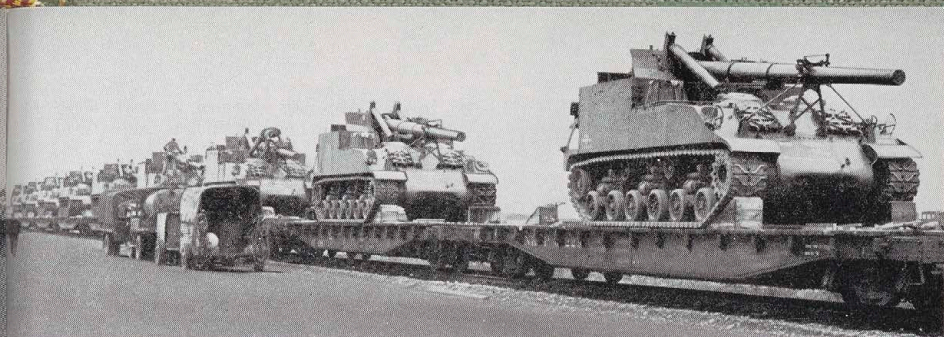
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Ready to move out by rail are these once unserviceable army tanks which have been torn down and rebuilt to "good as new" standards at Mount Rainier Ordnance Depot.

Mount Rainier Ordnance Depot

Mount Rainier Ordnance Depot was established in April 1942 as the "Fort Lewis Quartermaster Motor Base." A war time project, it was redesignated as the "Fort Lewis Ordnance Motor Base" later the same year with the change within the War Department of Motor Transportation from Quartermaster to Ordnance

Located some 15 miles from Tacoma, Washington, the installation covers an area of about 1291 acres. The covered storage is spread over more than 47 acres and the Base Shop alone is larger than five football fields. There are more than 12 miles of railroad track on the Depot and two diesel locomotives handle the traffic. The civilian payroll of over 2,400 employees amounts to

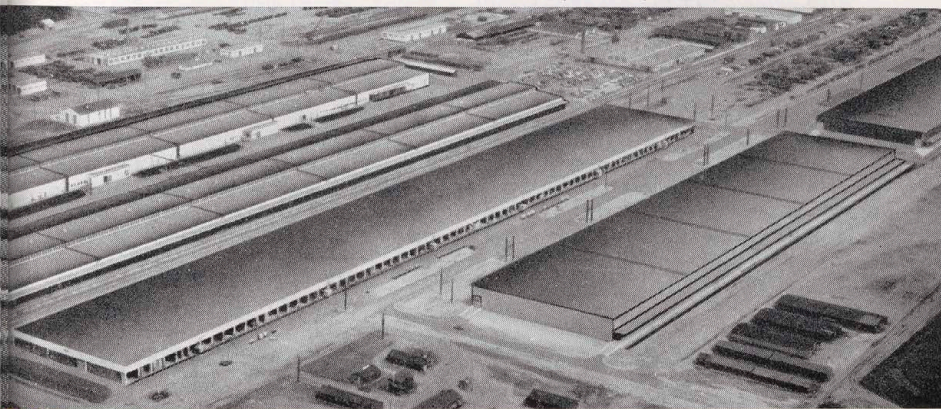
some \$12,000,000 annually and purchases of supplies of material in the county totals \$1,500,000.

The mission of Mount Rainier Ordnance Depot is to receive, store, maintain and issue Ordnance supplies to military installations in the States of Washington, Montana, Idaho and Oregon along with Alaska and the Far East Command. Also to rebuild Ordnance equipment for reissue as field service stock—everything from watches to artillery and tanks.

In the overall national defense picture the Depot plays an important part. It is an agency always ready to expand rapidly in the event of total or semi-total mobilization—a

(Concluded on page 6)

Convenient to nearby Fort Lewis and McChord Field, Mount Rainier Ordnance Depot occupies more than two sections of land. Covered storage space of the many warehouses would fill 50 regulation football fields.



FOR A NEW DAY IN TRANSPORTATION



LEWIS AND CLARK—concluded

bering 34, left St. Louis and proceeded up the wide Missouri by keel boat and pirogue, reaching the present site of Bismarck, North Dakota, by November. With the exception of a few hearty trappers, the expedition was the first band of white men to explore the northwest.

During the summer of 1805 the expedition moved westward along the Missouri through what is now North Dakota and Montana. Although the party was entranced by the beauty of Montana's Great Falls, it took 13 days of arduous portage to by-pass them.

By the middle of September the Corps had completed the strenuous crossing of the Great Divide and the Bitterroot Mountains. Cold and lack of food had so weakened the men that their horses were butchered for food along with dogs.

With winter storms already threatening, the Captains were anxious to move along before the first snows.

Six

In five clumsy dugout canoes they set out on October 8 for their final run to the sea. Those who have traveled on the streamliners Empire Builder and Western Star will remember the flashing western rivers. Great scenic attractions along Great Northern's right of way, but for Lewis and Clark they presented never-ending danger as they rode downstream.

It was more than a month later, on November 17, when the tired, gaunt band of men first smelled the salt water and sighted the grey, angry Pacific. It had taken them more than 18 months to journey 4,100 miles. They were sick, hungry, and exhausted, and yet another winter lay ahead of them before they could return to civilization.

It is not likely that they realized the importance of their journey as they huddled in the rocks seeking shelter from the raw wind and salt spray. It would be years later before American statesmen realized the full significance of the expedition.

ORDNANCE DEPOT—concluded

reserve of specialized talent constantly developing and improving new and more efficient ways of repairing, rebuilding, storing and issuing implements and supplies of war.

Aside from its size, the most impressive operation is the Base Shop where unserviceable combat and transport vehicles are completely torn down, rust and grease removed, each part inspected and tested, new parts used where necessary, and the vehicle reassembled ready for use in the field again.

Under the command of Colonel F. G. Crabb, Jr., an effective management improvement program has resulted in savings amounting to well over a million dollars in one year alone, and in the winning of a number of safety awards.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



▲
Watertown Civic Stadium during the excitement of the Northwest Division ABC tourney.

➤
Sailboating on Lake Kampeska at Watertown, South Dakota.

Watertown—The Baseball City

Citizens of Watertown, South Dakota, use two slogans in advertising their city: "The Lake City", and "The Baseball City." Both terms apply.

Watertown, served by Great Northern Railway, is in the heart of South Dakota's lake region and borders Lake Kampeska, second largest natural lake in the state.

The name "Baseball City" is justified by attendance records in amateur baseball at Watertown's stadium, home since 1949 of the American Baseball Congress Northwest Division Tournament.

Entering the seventh year as Northwest Division tournament headquarters in September 1955, the "Baseball City" will this year see addition into the Northwest Division of California and Nebraska.

Competing for the Northwest Championship ABC trophy in amateur baseball September 9 through 15 will be state winners from Cali-



fornia, Iowa, Minnesota, Montana-Idaho, Nebraska, North Dakota, Oregon, South Dakota and Washington, plus a Watertown host team. The tournament will feature 18 or 19 games in double elimination.

The winning team competes at Battle Creek, Michigan, against teams from other sections of the nation in the National Finals or the Little World Series of Amateur Baseball, September 18 through 20.

Location of the 1955 Northwest
(Concluded on page 12)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



AT HAWAIIAN VILLAGE—Hula dancers perform seldom-seen dances of old Hawaii. Their skirts are made of fresh, green ti leaves; flowers are pink and yellow plumeria.

On six scenically different Hawaiian resort islands, "aloha" is a key word. Aside from the hospitality it represents, the term also applies to the Islands' longest most vibrant Polynesian festival, Aloha Week.

The colorful celebration takes place October 16 through 22 on Oahu, site of Honolulu and Waikiki beach. Festivities are also held at later dates on neighboring islands.

For those who can attend only one Aloha Week celebration, however, Honolulu serves up an especially elaborate carnival. Many malihinis (newcomers) receive island flowers even before docking, as incoming ships are "bombed" with orchids by army helicopters as they nose past Diamond Head. Once ashore they collect leis on the pier as the Royal Hawaiian band salutes the voyagers and serpentine adds a Mardi Gras air to the tangle of spicy blossoms.

Hawaii Visitors Bureau photos.

ALOHA WEEK MID-PACIFIC CIVIC CELEBRATION

While vacationing wahines (women) and kanes (men) sport orchid, carnation or plumeria leis almost every day of their Hawaiian holiday, Aloha Week inspires residents to wear flower necklaces over their brightest aloha attire—even to the office.



PORTUGUESE TURNOUT—Costumed Honolulu Portuguese swing through lively folk dances at a hoolaulea on Waikiki's main avenue.

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The salt water symbolizes the Waters of Kane, Giver of Life, according to legend. This liquid is used in blessing rites for the King and Queen of Aloha Week after they arrive by sea in outrigger canoes.

The brilliant procession is a special thrill for camera fans as it proceeds from beach to village. The king wears a curving red feather helmet and a sun-bright yellow cloak over his malo (loin cloth). The cloak simulates the priceless feather cape of King Kamehameha I, on display in Honolulu Bishop museum.

Once the royal cortege has been blessed, the grass hut village erupts with music, dancing and sports of old Hawaii. Demonstrations of hand-wrestling, foot-wrestling and rolling of the ulamaika (lava bowling stones) are staged.

Costumed "villagers" also pound kapa (fiber of the paper mulberry) which once supplied cloth and bedding. They weave mats from the sun-bleached leaves of the hala (pandanus) tree or make comparatively modern quilts in breadfruit and cereus patterns.

While some mend nets, others carve leaf-shaped koa and monkey-pod bowls or akuas (household gods) from the tree fern stumps.

Sturdy Hawaiian tots in malos and muumuus turn out kukui (candlenut) necklaces, Hawaii's oldest "jewelry" or newer seashell and seed leis.

At noon the royal procession proceeds to Honolulu's downtown shopping district to preside over hula shows and costume parades.

These noon time frolics go on daily, with visitors and townsfolk rivaling island rainbows in aloha garb and leis. Orchid corsages go to the wearers of the brightest, "most authentic" costumes.

When the last prize is gone, visitors generally stroll on down to the pungent and bustling fish market, the street of lei sellers, or the oriental bazaars and temples of Chinatown.

The evening of October 17 draws thousands to the hoolaulea (carnival) on Kalakaua Avenue, the palm-lined main thoroughfare of Waikiki beach. Torches and lanterns flare along dozens of blocks in front of the big resort hotels.

In Mardi Gras spirit, revelers dress a la Polynesian. Fern and flower decked floats are sponsored by Hawaiian, Samoan, Filipino, Japanese, Chinese, Korean and Portuguese civic associations.

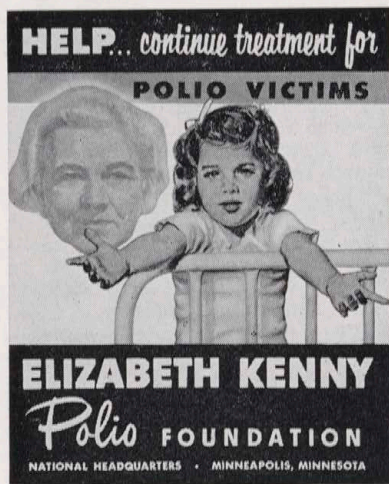
(Concluded on page 10)



ALOHA PARADE FLOAT—Hawaiian music-makers, a grass hut, banana tree and orchid-plastered ukulele spells aloha in flowers.



ALOHA WEEK COURT—Rulers of Aloha festivities in Honolulu are escorted by Hawaiian chiefs and bearers of royal insignia.



ALOHA WEEK—concluded

For island women the celebration is an excuse to don muumuus (flowery mother hubbards), pake-muus (fitted ankle-length garments), or holokus (formal dresses with seven-yard trains).

The festival opens on Waikiki's coral sands, where the conchshell-blower sounds the centuries-old Polynesian summons to sports and merriment. The crowd waits under palms or on the beach for rugged native canoe-paddlers, racing in outriggers from Molokai, 53 miles away.

While keeping a lookout, the watchers surf, swim, catamaran-ride or spear fish in the clear waters.

When the victorious canoe-paddlers arrive, they collapse on the beach, to be literally smothered in leis and cheers of congratulations.

Newcomers to Honolulu generally drive around the island on the opening Sunday of Aloha week, but whatever the lures of the Oahu countryside, Aloha Week visitors will stream back to Honolulu for the

Hawaiian song concert that evening. Many of the singers are students at Kamehameha Schools, a unique institution founded by a Hawaiian princess. Scholars in this day must be at least one-quarter Hawaiian to qualify for enrollment.

Monday, October 17 sees opening of the Hawaiian village at Ala Moana park near Waikiki beach. In a circle of grass huts by a palm-shaded lagoon, handsome modern Hawaiians impersonate kahunas (learned men) of ancient times. They wear white robes of office as they sprinkle salt water from a calabash with a ti leaf wand, chanting all the while.

October 18 offers tours of Honolulu's tropical homes and gardens. Society matrons serve as hostesses and answer newcomers' questions.

Climax of a fun-filled October 20 is the giant luau or Hawaiian feast, when scores of whole pigs in pungent ti leaf wrappings will be lifted from the imus (underground ovens) to feed Aloha Week crowds.

The luau seems the perfect way to top off the two colorful Hawaiian historical pageants given earlier in the new Kapiolani park "shell". Based on Polynesian mythology, these free shows recapture the splendor of primitive island days.

An International pageant on October 21, wraps up combined entertainments of the non-Hawaiian groups.

After an Aquacade and water ballet the following morning, the Aloha Week parade wends its way to Iolani palace. Festival monarchs ride on the principal float, followed by scores of "gardens on wheels" carrying pretty girls of all races.

The Royal Hawaiian band, as well as army, navy and marine musicians provide martial contrast to Polynesian gourd rhythms, Puerto Rican maracas and the atonal melodies of samisens and oriental flutes.



Goat Gaieties

Nothing but the Truth

The captain wrote in the ship's log: "First mate was drunk today." After sobering up, the mate went to the captain and pleaded with him to strike out the record.

"It was the first time in my life I've been drunk," he pleaded, "and I promise never to do it again."

"In this log we write only the truth," stormed the skipper.

Next day it was the mate's turn to keep the log, and in it he wrote: "Captain was sober today."

* * *

Straight Ahead

First Indian: "Where's the settler I just killed?"

Second Indian: "Right over there. Just follow the arrow."

* * *

Deft Definition

Ed: "What's an optimist?"

Walt: "An optimist is a man who thinks his wife has quit smoking cigarettes when he finds cigar stubs in the house."

* * *

One in a Million

"What were you in the war?" she asked.

"A private," the veteran answered. And Diogenes blew out his lamp and went home.

Misunderstanding

"There, now," said the big shot as he and the chorine he had just married came within sight of Niagara Falls. "Didn't I tell you that if you'd be my wife you could look forward to the biggest cataract you'd ever seen?"

"Cataract?" she screamed. "I thought you said Cadillac!"

* * *

Too Crowded

What one mother kangaroo said to another mother kangaroo: "I hope it doesn't rain today; it's awful when the kids have to play inside."

* * *

Life Begins at 40

Best way to tell you've reached middle age is when your wife tells you to pull in your stomach and you already have.

* * *

Down the Hatch!

The bum slept under bridges and viaducts for years—then he switched to culverts. Does that make him a Man of Distinction?

* * *

The Right Pitch

One of the gals taking street collections for charity advised new volunteer collectors, "I find that if I shake the can occasionally the contributions are more generous."

Eleven

Senator Travels GN



Senator Neuberger boards the Empire Builder at Chicago Union Station. Bud Daley photo.

Richard L. Neuberger, author, former newspaperman and junior United States Senator from The State of Oregon, was a recent passenger on Great Northern Railway's streamlined Empire Builder.

Senator Neuberger was en route to his home in Portland, Oregon, following adjournment of the recent session of Congress.

BASEBALL CITY—concluded

Tournament will again be in the Watertown Stadium, scene of many community-wide events in addition to baseball and football. Normally seating 5,500, the stadium has accommodated as many as 7,000 fans during the excitement of previous Northwest tourneys.

Twelve

In 1954 Watertown served as host for both the Northwest Division and National Finals. With addition of two states this year plus the increase to seven days of play, Watertown is ready to play host to the thousands of visitors who pack "The Baseball City" during Tournament Time.

Omaha-Great Falls Service

The Chicago-Great Falls, Montana, 8-section, 5-double bedroom sleeping car designated 430 westbound and 420 eastbound has been changed to operate between Omaha and Great Falls only; via Sheridan-Billings, westbound on trains CB&Q-19-43, GN 43, and eastbound on trains GN-42, CB&Q-42-20, effective westbound from Omaha September 2 and eastbound from Great Falls September 5.

General Motors Powerama

A giant outdoor exposition portraying the dramatic contribution of Diesel and aircraft power to America's industrial economy is being staged by General Motors on the Chicago lakefront to and including September 25. The show is open to the public in an area adjacent to Soldier Field and admission is free.

General Motors is displaying its latest products in land, marine and air equipment to illustrate the tremendous strides being made in those fields. Of particular interest is the light-weight, low-cost passenger train designed and built by GM at the request of a committee of railroad presidents.

This Diesel-powered train can carry 400 passengers in "air-ride" comfort, reaching speeds of over 100 miles per hour. The train later will be demonstrated on major railroad systems.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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The sweeping arc of bay at Laguna Beach, the artists' colony, one of the numerous beaches of white sand along the 200 miles of ocean shoreline in the Southern California vacationland.

Fall Fun in Southern California

From September 1 through November—the area's "Second Summer" season, subtropical Southern California is a land of fiestas and fandangos, exotic harvests and seashore fun, outdoor fairs and Mission festivals.

Second Summer is a time for outdoor pleasure. Pasadena conducts its annual Outdoor Art Fair during September, roping off the plaza and the boulevard in front of the City Hall for exhibits and demonstrations in all fields of art.

Three famous Old Spanish Missions are centers of colorful celebrations.

Mission San Gabriel can claim to be the founder of Los Angeles. Located about a half hour from

downtown Los Angeles, this old Mission was built about the same time colonists on the east coast were fighting for Independence. In 1781, a party of padres left the mission and headed for the ocean. En route, they established a pueblo, which later grew into modern Los Angeles. In September, San Gabriel commemorates the birth of its Mission with a colorful week-long Fiesta.

In November, the San Fernando Mission conducts colorful religious ceremonies with pioneer families attending in costume. As night falls, hundreds of lighted candles are carried to the old Mission cemetery and placed on a commemorative cross.

Oceanside celebrates its annual

(Concluded on page 14)

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

AVEL

Record Montana Fish



Leslie Griffith, right, and the 171-pound sturgeon he caught in Flathead Lake. J. F. McAlear, president, Big Fish, Unlimited, at left. Polson, Montana, Courier photo.

A seven and one-half foot, 181-pound sturgeon taken recently at Flathead Lake in Montana is believed to be the largest fish ever caught in the state.

Leslie Griffith of Dayton, Montana, hooked the sturgeon one evening about 9 o'clock, but was not able to land the monster until around 2 the following morning. Tackle used included some 600 feet of 160-pound test nylon line and a salt water reel with star drag. Bait was an imported eel.

Dr. Royal Brunson, Montana State University professor of zoology, identified the catch as a 26-year old "plus or minus a couple of years" white sturgeon, a Pacific drainage form of the fish. It had been landlocked in Flathead Lake with the construction of Kerr and other downstream dams.

Fourteen

CALIFORNIA—concluded

Days of San Luis Rey in September. This colorful beach community in San Diego County is just a few miles from beautiful San Luis Rey Mission. The celebration includes street dancing, barbecues, Spanish costumes, and an annual deep-water swimming meet.

San Pedro's famed fishing fleet, which makes this harbor the greatest fishing port in the world, is honored during the annual San Pedro Fishermen's Fiesta in September. Hundreds of fishing boats, decorated with lights and giant cutaways, parade through the harbor. Later the fleet is blessed at Mary Star of the Sea Church, followed by a mammoth square dance and outdoor fish fry.

The desert is a popular Second Summer pleasureland, too. There are sports car races, golf tournaments, a Western Week celebration, a rodeo and cowboy dance at Palm Springs. In nearby Coachella Valley, "Arabia in America", dates are ripening on stately palm trees. Speed boats race on the great Salton Sea in Imperial Valley, and old Mining Days are celebrated in the Kern County desert mining region.

GN Telephone and Address Changes

Effective September 3, the telephone number of Great Northern's passenger traffic office in Portland, Oregon, becomes Capitol 3-7273, and that of the Portland freight traffic office becomes Capitol 3-3346.

Effective October 1, the Oakland, California, Great Northern traffic office address will be 811 Financial Center Building.

The telephone number of Great Northern Railway at Helena, Montana, has been changed to Hickory 2-2809.

PROGRESS IS A GREAT NORTHERN HABIT

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Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1955, are: Edward J. Byrne, engineer, Superior, Wis.; William E. Coleman, clerk, Seattle, Wash.; Ignatius Kaar, carman helper, St. Paul, Minn.; Mathias Maglich, carman helper, St. Cloud, Minn.; William Maiser, car inspector, Minneapolis, Minn.; Joseph H. Pepin, brakeman, St. Paul, Minn.; Clarence E. Robinson, conductor, Breckenridge, Minn.; Clarence Tenold, telegrapher, Minneapolis, Minn.; Paul Zontek, car foreman, St. Cloud, Minn.

Members reported pensioned during August, 1955, are: John A. Auguston, conductor, Breckenridge, Minn.; Louis J. Berenbach, paymaster, St. Paul, Minn.; John E. Breuning, brakeman, Cass Lake, Minn.; Harry W. Fish, assistant to general superintendent transportation, St. Paul, Minn.; Norman Hancock, relief agent, Deer River, Minn.; Edna M. Randleff Herbert, clerk, St. Paul, Minn.; Ole Knutson, train baggage-man, St. Paul, Minn.; William A. Lemen, conductor, Grand Forks, N. D.; Sovelen M. Morehouse, conductor, St. Cloud, Minn.; Charles W. Michaelson, agent, Sunburst, Mont.; John I. Moore, engineer, Mound, Minn.; John O. Nelson, engineer, Duluth, Minn.; Ernest W. Pearson, baggage foreman, Minneapolis, Minn.;

Harry L. Thomas, conductor, Havre, Mont.; Martin Uthus, ticket agent, Fargo, N. D.; Victor R. Warner, chef cook, St. Paul, Minn.; Leslie A. Williams, switchman, Minneapolis, Minn.

* * *

The Society of Industrial Packaging and Materials Handling Engineers' 1955 Short Course will be held September 19 through 21 under the joint sponsorship of the Society and New York University at NYU's College of Engineering. Registration may be made through national headquarters at 111 West Jackson Boulevard, Chicago 4, Illinois.

* * *

E. E. Thompson of St. Paul, GN assistant superintendent of communications since 1951, retired August 31 after 50 years of service. He is succeeded by L. H. McFadden, a Great Northern employe since 1907 and manager of the telegraph relay office in St. Paul since May of last year.

C. H. Wesman, communications engineer in St. Paul since 1951, has been appointed assistant superintendent of communications, inside plant. He joined GN in 1937 as an operator in station service.

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



NOW! GREAT DOMES

*ON GREAT NORTHERN'S
WORLD-FAMOUS*

EMPIRE BUILDER

**BETWEEN CHICAGO • ST. PAUL • MINNEAPOLIS
SPOKANE • SEATTLE • PORTLAND**

GREAT NORTHERN RAILWAY

The Great Northern

GOAT

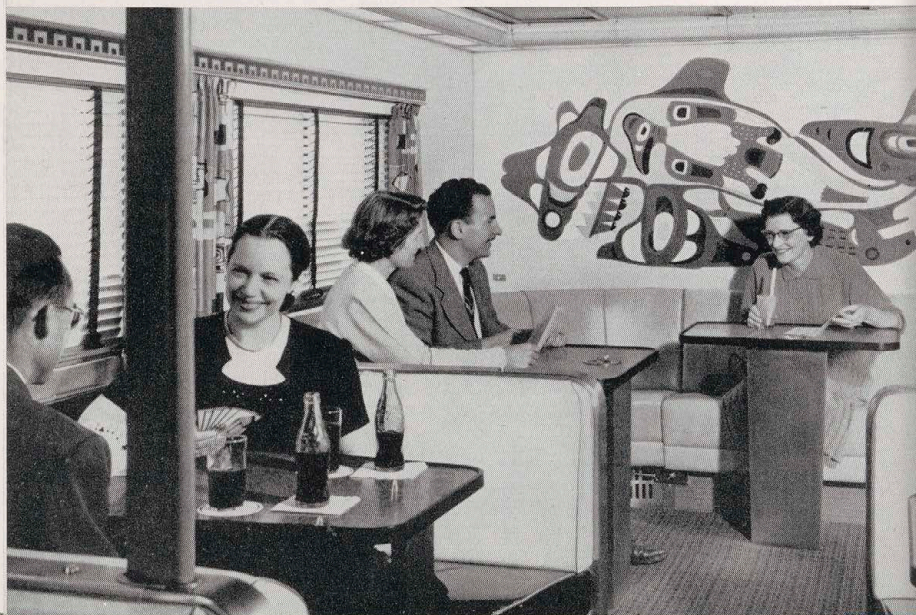
OCTOBER 1955





▲ Top decks of the full-length Great Dome cars accommodate 75 passengers. Most seats are set at a 10 degree angle for a wider viewing area.

▼ Lower levels of the full-length Great Dome cars are colorful, luxurious lounges for sleeping car passengers.



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GN COMPLETES GREAT DOME PROGRAM

Climaxing a system-wide, multi-million dollar passenger train improvement program started eight years ago, Great Northern Railway has completed addition of 22 Great Dome cars to its world-famous Empire Builder fleet.

Great Northern's full-length Great Domes for sleeping car passengers together with coach dome cars now provide the streamlined Empire Builder with more luxury dome seats for the most scenic miles than any other train through the Northern Rocky Mountains between Chicago-St. Paul-Minneapolis-Spokane-Portland and Seattle.

The streamlined Empire Builder, the nation's first completely new train after World War II, went into service in February, 1947, between Chicago and Seattle-Portland on the history-making 45-hour schedule—13½ hours less than the previous running time. Great Northern since has reduced the running time to 44 hours.

In June 1950 three five-car streamliners, The Red River and the Twin Internationals were put into service. The Red River is operated between Grand Forks and Fargo, North Dakota and Minneapolis-St. Paul on a daily round-trip schedule. The Internationals, first streamlined trains to be operated into Canada, run

(Concluded on page 6)



The most spectacular scenery for the most miles from the Empire Builder's Great Domes.



There are topside seats for 24 passengers in each coach dome.



Early North Pacific Coast Indian art inspired the decor of Great Northern's Great Dome cars.

The Great Northern



Vol. 25 October, 1955 No. 10

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

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



Completely equipped with Great Dome cars, the streamlined Empire Builder provides more topside seats for the most scenic miles between Chicago and Seattle-Portland.

Four

Urge Repeal of Transportation Tax

The 84th Congress will be urged to repeal all taxes on transportation services when it reconvenes for the second session in January 1956.

The National Conference for Repeal of Taxes on Transportation at a meeting held in Washington, D. C., on September 27, adopted a resolution calling for the outright elimination of the transportation taxes on the movement of both passengers and freight, pointing out that the taxes were originally levied for the purpose of discouraging traffic during World War II.

As an incentive to even greater prosperity, the resolution pointed out, now is the time for Congress to wipe out this discriminatory form of taxation. The Congress owes it to the consumers, shippers and travelers to eliminate this wartime measure, it emphasized.

In addition to passing the resolution, the Conference established a special committee to direct efforts toward securing repeal of the taxes.

Representatives attending the meeting were from industry, transportation and labor.

Members of the Executive Committee of the Conference consist of D. G. Ward, Olin Mathieson Chemical Corp., chairman; W. F. McGrath, American Society of Travel Agents, vice-chairman; J. D. Durand, Air Transport Assn., treasurer; W. W. Belson, American Trucking Assns.; J. L. Bossemeyer, National Association of Travel Organizations; R. V. Craig, Allied Mills, Inc.; F. F. Estes, National Coal Assn.; Leif Gilstad, Transportation Association of America; F. T. Greene, American Merchant Marine Institute; R. S. Henry, Association of American Railroads; W. P. Kennedy, Brotherhood of Rail-

(Concluded on page 6)

THE STREAMLINED EMPIRE BUILDER

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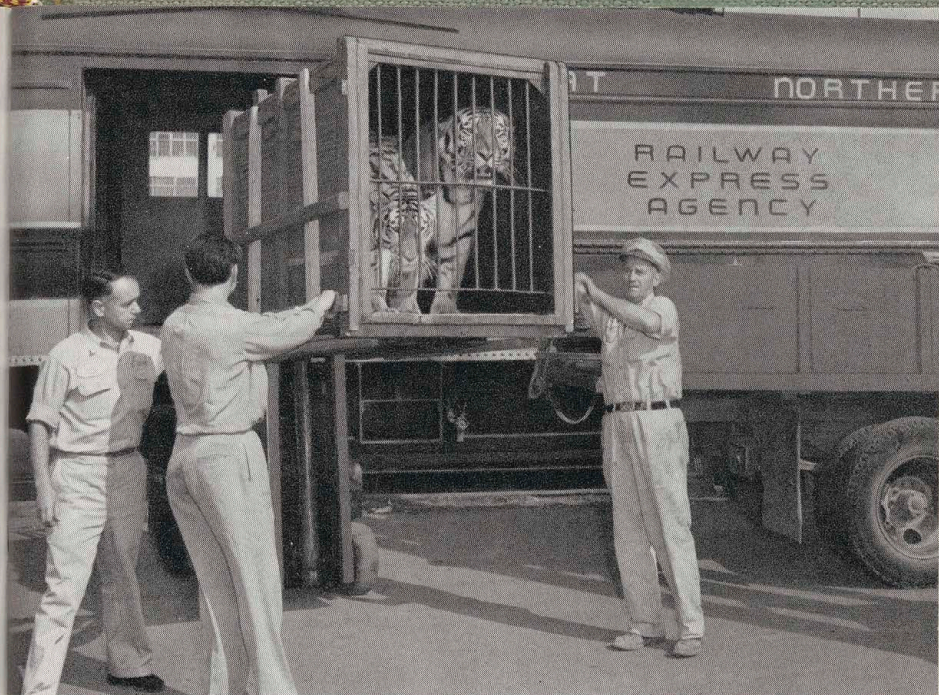
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Seattle Zoo officials supervise the loading of rare Manchurian tigers bound via Great Northern Railway for St. Paul's Como Park Zoo. Forde photo.

Hold Those Tigers!

A pair of Manchurian man-eating tigers, larger and more vicious than the Indian variety ordinarily found in zoos and circuses, were recent passengers aboard a Great Northern train en route from Seattle, Washington, to St. Paul, Minnesota, where they became one of the most popular exhibits at Como Park Zoo.

Extremely rare in captivity, the pair was trapped in Manchuria, northernmost province of China, and obtained from behind the bamboo curtain through Hong Kong and Seattle by a New York importer. The cats should feel right at home in St. Paul as the vigorous Minnesota climate approximates that of Manchuria.

Both are about two years old and are far from full grown. The male measures around 10 feet and weighs in the neighborhood of 375 pounds. The female, somewhat smaller, weighs approximately 100 pounds less. Weight is expected to double during the next few years.

The big cats ate less than usual during the trip, preferring to spend most of the time trying to chew and claw their way out of the heavy wood and steel cage. They were accompanied by a representative of Seattle's Woodland Park Zoological Gardens.

Acquisition of the tigers is part of a community-sponsored program of expansion at the St. Paul zoo.

Five

Award of Honor to GN



Augmenting the many safety awards given to Great Northern Railway is the Award of Honor recently received from the National Safety Council.

The Award of Honor plaque was presented to the employees and management of Great Northern for outstanding safety performance for the year 1954, and is the highest recognition given by the National Safety Council. It is not based on competition but is given only if the safety record merits it.

TAX REPEAL—Concluded

road Trainmen; G. C. Locke, Committee for Pipe Line Companies; Giles Morrow, Freight Forwarders Institute; W. H. Ott, Jr., National Industrial Traffic League; M. O. Ryan, American Hotel Assn.; J. G. Scott, National Association of Motor Bus Operators; G. H. Shafer, Weyerhaeuser Sales Co.; C. Austin Sutherland, National Tank Truck Carriers, Inc., and C. C. Thompson, American Waterways Operators, Inc.

Siz

Canal Traffic Sets Record

Vessels passing through Seattle's Government Locks during August of this year set an all time record according to the Army Corps of Engineers.

A total of 9,665 craft of all types and sizes passed through the locks in August, surpassing the previous record set in September, 1948.

More than two thirds of the craft were pleasure boats. Of the commercial vessels, 1,122 were fishing craft.

Visitors and sightseers at the locks during the month totaled 156,800. The previous record was set in August, 1953, when visitors numbered 156,175.

GREAT DOMES—Concluded

between Seattle and Vancouver, British Columbia.

In the summer of 1951 the Empire Builder was completely re-equipped, and the still-new coaches, Pullman, dining and lounge-observation cars placed in service in 1947 became the equipment of a second Great Northern transcontinental streamliner, the Western Star.

Delivery of 16 dome coaches was completed in August. The five-train fleet was fully equipped with full length dome cars early in October. Each of the coach domes seats 24 passengers on the upper deck. On the top decks of the full-length dome cars are 75 seats, most of which are set at a 10-degree angle from the aisle for a wider viewing area. The lower levels of these cars are colorful, luxurious lounges for Pullman passengers. The brilliant decor of the Empire Builder Great Dome cars was inspired by the art forms of Indian tribes of the North Pacific Coast.

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A large percent-
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National Apple Week 1955

In the year 1872, homesteader Philip Miller was pulling up the cinches of his saddle pony, getting ready for a trip over the mountains for provisions. Looking up the sage-dotted yard to the log cabin, he waved goodbye to his pioneer wife. Her last words, "Don't forget the young apple trees, Phil," recurred to him frequently on the long tedious ride.

Miller, who had taken squatter's rights to a half section in the Wenatchee Valley of Washington, brought back a few rooted seedlings. They grew so well it demonstrated the possibilities for a profitable industry when railroads, highways and markets became available. That was the beginning of what is and has been for the last 40 years, Wenatchee's foremost industry.

At the confluence of each mountain stream with the mighty Columbia River, ages of erosion had prepared fertile deltas and benches of volcanic ash soil waiting for the hand of man to supply water and make it productive. Added to this was Nature's gift in the form of warm sunny days and downdrafts from neighboring snow-covered peaks to provide cool nights, a combination of essential factors required to raise gloriously colored apples.

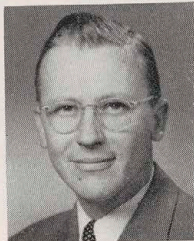
More settlers came, more apple trees were planted. The Wenatchee Valley, the Okanogan and tributary districts began to show young orchards when an enterprising individual named James J. Hill became interested in transportation from east to west. The result has been por-

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Returns to St. Paul



Perrin

Perrin, who has been the railway's public relations representative in Seattle the past 10 years, is a native St. Paulite and a graduate of the University of Minnesota School of Journalism. He joined Great Northern's public relations department in Seattle in 1945 following World War II service in the Navy.

Wiecking came to Great Northern from Winona, Minnesota, where for more than 10 years he was editor of the Republican-Herald, now the Winona Daily News.

Bob H. Hansen is GN's new public relations representative in Seattle. He was most recently executive editor of the Yakima, Washington, Herald & Republic and was previously with the Seattle Post-Intelligencer.

APPLES—Concluded

trayed at length time and time again, but briefly, on October 17, 1892, this same Philip Miller was given the honor of driving the silver spike that linked Great Northern rails through Wenatchee.

The first full carload of apples was shipped from Wenatchee in 1901, from the ranch of Philip Miller, and consisted of 13 known varieties, totaling 763 boxes.

With the coming of the railway the apple industry grew by leaps and bounds. Rail receiving platforms

were built. These became sheds, then changed to insulated warehouses, and finally became cold storage plants. Cash buyers increased, cooperative organizations were formed, standard grades and packs and regulations were established.

Problems confronting the industry were handled as they became of importance. Namely, matters relating to rates and transportation became the responsibility of the Wenatchee Valley Traffic Association; national advertising and research were taken over by the Washington State Apple Advertising Commission, with headquarters in Wenatchee; price information to the growers, by the Growers' Clearing House Association; uniformity in grades and packs by the State and Federal Inspection Services; testing new varieties and production practices, by the various U. S. Department of Agriculture services. Latest addition of organizations serving the industry is the Northwest Horticultural Council recently organized to guide the reestablishment of world-wide distribution. Great Northern's policy throughout the years has been one of close cooperation with the industry and with the various organizations that represent it.

From one lonely mixed car in 1901, the Wenatchee-Okanogan district has consistently produced an average of more than 15,000 carloads of apples, 1,500 cars of pears and several hundred cars of cherries, apricots, peaches, etc. According to late forecasts, the 1955 crop will be somewhat larger than the five year average, with around 16,000 refrigerator carloads of apples moving out via Great Northern Railway.

National Apple Week, this year observed October 20 through 29, is a joint effort of various organizations to extend the use of apples and apple products.

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A "Pullman City" set up near the Union Station in Winnipeg, provided accommodations for most of the 2,769 Shriners who traveled Great Northern.

Shrine Groups Travel Great Northern to Winnipeg

That only the railroads are in a position to satisfactorily handle jobs involving mass transportation was demonstrated during the Midwest Shrine Association Cavalcade held recently in Winnipeg, Manitoba, Canada.

Eleven special trains and 130 Pullman sleeping cars were required to transport the 2,769 revenue passenger Shriners who made the trip via Great Northern Railway from nine home cities in five states. Many additional cars were provided to carry valuable show animals and paraphernalia used in parades and ceremonials.

A "Pullman City" set up near the Winnipeg Union Station provided accommodations for most of the visitors during their three-day stay.

This involved the laying of miles of cable to supply electricity. Provisions were made to house the large number of show horses, camels and other animals in nearby stables, and for their entrance into Canada and readmission to the United States. Special arrangements were made to facilitate passing through customs.

Shrine Temples that made the trip via Great Northern included Abu Bekr, Sioux City, Iowa; Aad, Duluth, Minn.; El Kahir, Cedar Rapids, Iowa; El Riad, Sioux Falls, S. D.; Yeldus, Aberdeen, S. D.; ZaGaZig, Des Moines, Iowa; Zor, Madison, Wis.; Zurah, Minneapolis, Minn., and the Shrine Club of Williston, North Dakota.

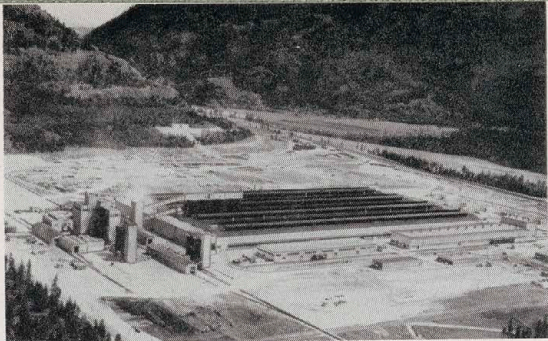
Colorful Redwood Empire

The seasonal artistry of Mother Nature reaches its annual climax in California's Redwood Empire in October and November as the flora of the area, extending from San Francisco to Oregon, takes on brilliant autumnal hues.

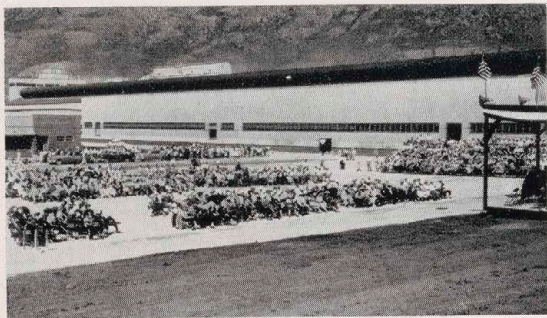
World travelers with an appreciation of the Indian summer palette say colors rampant in the Empire as the year wanes are equal in their

exquisite shadings to any to be found anywhere.

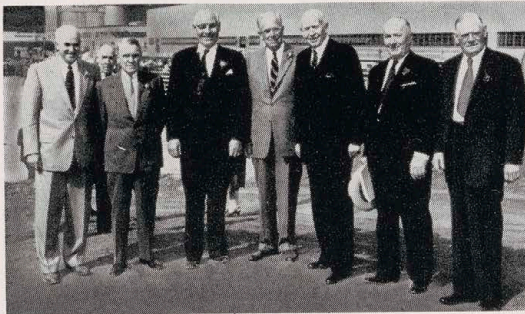
With the coming of frost, the manifold fruit trees of the Empire take on delicate tints of yellow and red, and the grapes in the far-flung vineyards add their own individual pigmentation to the colorful backdrop of California's most beautiful geographical segment.



Overall view of Anaconda's aluminum reduction plant in Montana, at Conkelley, near Columbia Falls.



An estimated 2,000 people were seated in front of the speakers' platform at the plant dedication.



Anaconda officials, left to right: C. H. Steel, Anaconda Co. VP western operations; C. E. Weed, Anaconda Co. VP operations; Governor Aronson; R. H. Glover, chairman, Anaconda Co. board; C. F. Kelley, chairman, Anaconda Co. executive committee; R. B. Caples, Anaconda Aluminum Co. president; R. E. Dwyer, Anaconda Co. president.

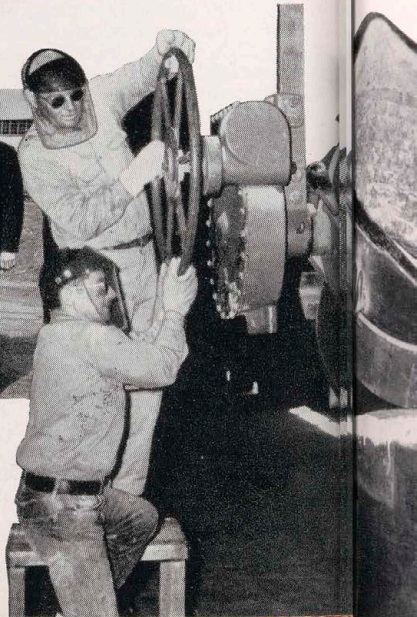
MONTANA becomes an ALUMINUM PRODUCING STATE

Anaconda, a name known for its production of non-ferrous metals, for the nation's fourth primary aluminum plant, dedicated its new \$65-million facility in Western Montana on July 15. The new plant at Conkelley, in the scenic Columbia Valley of Columbia Falls on the northern border of Montana, will produce some 60,000 tons of aluminum annually.

Not since 1946 has a company in Montana become a producer of primary aluminum.

Thousands of visitors gathered for the huge installation during the ceremony. The principal speaker was C. F. Kelley, chairman of the Anaconda Aluminum Co. and a long time president, and chairman of the

(Continued on page 12)



NTANA comes an ALUMINUM PRODUCING STATE

Conaconda, a nation famous in the mining, refining and fabrication of various metals, formally became the nation's fourth producer of primary aluminum with the dedication of its new \$65,000 aluminum reduction plant on August 15. The new plant, located in the Flathead Valley, two miles east of Conaconda, will add 60,000 tons of aluminum annually to the nation's supply.

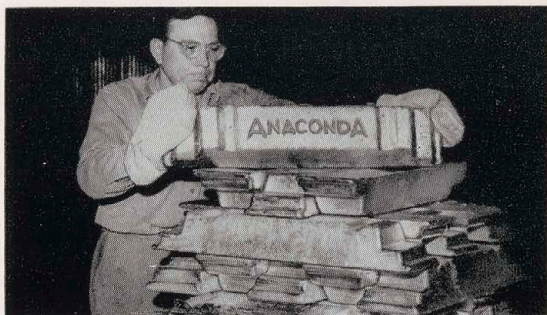
Since 1946 has a company not previously in the field, become a producer of aluminum in this country.

Thousands of visitors and groups toured the new installation on "open house" on dedication day. The principal speaker was C. F. Kelley, present chairman of the Anaconda company's executive committee, former president and chairman from 1944 to 1955.

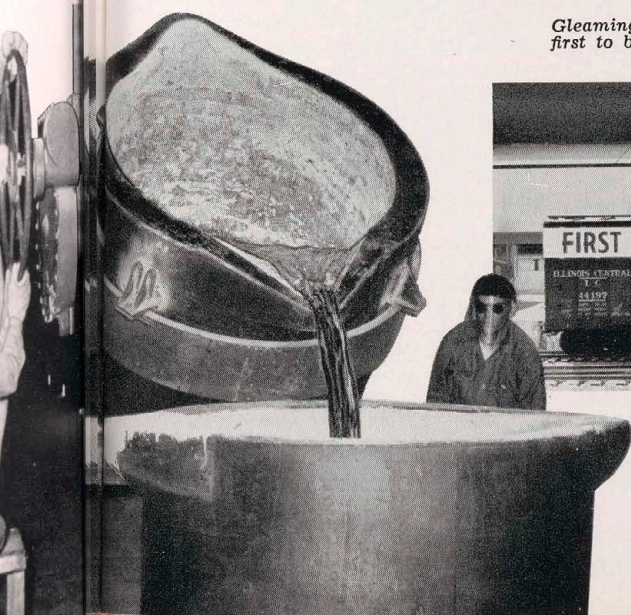
(Continued on page 12)



Aluminum being poured into molds. This operation now is being performed automatically.



Gleaming pigs of Anaconda aluminum—the first to be produced in the State of Montana.



The first carload of Anaconda produced aluminum left the Montana reduction plant on August 25, west-bound via Great Northern Railway.



Care enough
to share
enough!

Support your
**COMMUNITY
CHEST**

ALUMINUM—Concluded

It was during Mr. Kelley's years as chairman of the board that Anaconda decided to become an aluminum producer and that the Columbia Falls site was selected. Other speakers were J. Hugo Aronson, Governor of Montana; Roy H. Glover, Anaconda Company board chairman, and Robert E. Dwyer, president, Anaconda Company. Russell B. Caples, Anaconda Aluminum Company president, presided.

The Columbia Falls plant embodies the most modern and best in technical design and equipment, and utilizes an adaption of the plant design and production methods of the Pechiney Company, largest producer of aluminum in France. The European technology is expected to produce aluminum at a record low rate of kwh consumption.

The Anaconda Company, parent firm of the Anaconda Aluminum Company which operates the plant, was for 60 years prior to June 18, known as the Anaconda Copper Min-

ing Company. Anaconda's important position as a producer of zinc, its entrance into primary aluminum production, uranium mining and milling, in addition to expansion into diversified fabrication, prompted the change of name.

Production of the Columbia Falls plant is expected to be divided into four categories. A substantial part of the annual output will be sold on the open market. Harvey Machine Company of California, has option to purchase a portion of the production. Anaconda Company's two fabricating subsidiaries, Anaconda Wire & Cable Company and The American Brass Company, will take part of their requirements of aluminum from this plant.

Anaconda Wire & Cable Company's new aluminum rod-rolling mill at Great Falls, Montana, is one of the most advanced in the country and is almost completely automatic. This company also has four other aluminum fabricating mills scattered throughout the U. S.

Construction will soon be under way for the The American Brass Company's \$25,000,000 integrated aluminum mill at Terre Haute, Indiana.

Raw material for the Columbia Falls reduction plant is 120,000 tons of alumina per year. Alumina is chemically refined bauxite, the principal aluminum ore, mined in Jamaica, British West Indies. The alumina, obtained from refining plants in Texas and Arkansas under long term purchase contracts, is shipped to Montana by rail. More than 2,000 freight cars a year will be required to handle these shipments.

The first carloads of Montana-produced aluminum left the Anaconda plant on August 25 via Great Northern Railway. As production increases to planned capacity, shipments will average about three freight car loads of metal a day, each car containing about 100,000 pounds.

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Goat Gaieties



No Wonder

Two patients escaped on stolen bicycles from a mental hospital one afternoon. When night came they decided to sleep in the ditch along the highway.

"But I think it's too cold," said the one.

"Nonsense," said the other. "We'll just remove the wheels and use them for blankets."

It wasn't long, however, before one of them woke up shivering. He nudged his friend, "Hey, I'm freezing to death here."

"Well, no wonder, you crazy fool," said his friend. "There are three spokes missing from one of your wheels!"

* * *

Opportunist

The teacher was warning her pupils against their catching cold. "I had a little nephew seven years old," she said, "and one day he took his sled out into the snow. He caught pneumonia and three days later he died."

Silence for ten seconds and then came a voice from the rear, "Where's the sled?"

* * *

Somebody's Steno

Marcella: When I applied for a job the manager had the nerve to ask if my punctuation was good.

Mildred: What did you tell him?

Marcella: I said I'd never been late for work in my life.

Impressionist

The gal had over-indulged at the party and as she and her boy friend drove along she had an attack of the DT's.

"Look! Look!" she screamed. "There's a snake crawling up the glass of the car!"

Answered her sophisticated boy friend, "Yah, yah. It's joost vun ov dem vinshield vipers!"

* * *

Frontier Justice

One morning the old-time judge in a western mining camp opened court with the announcement: "Gents, I have in hand a check—a bribe you might call it—from the plaintiff for \$10,000 and another from the defendant for \$15,000. I propose to return \$5,000 to the defendant, and decide the case strictly on its merits."

* * *

Against The Rules

A hotel clerk saw a guest wandering around the lobby in his pajamas. When he yelled, the guest snapped out of it and explained:

"I'm a somnambulist."

"Well," barked the clerk, "you can't walk around here like that no matter what your religion is."

* * *

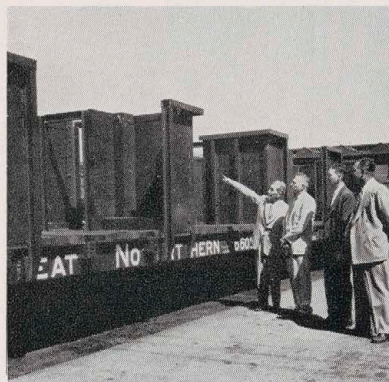
Where and When

King Arthur: "I hear you have been misbehaving."

Knight: "In what manor, sire?"

Thirteen

Flatcars for "Ingot Run"



Kaiser and GN officials inspect the first of 24 special cars built to shuttle aluminum ingots from Mead to Trentwood. Spokane Daily Chronicle photo.

Twenty-four specially designed flatcars are being constructed at Great Northern Railway's Hillyard, Washington, shops, to shuttle aluminum ingots between Kaiser Aluminum & Chemical Corporation's Mead reduction plant and Trentwood rolling mill, which are located several miles apart in the Spokane area.

Custom designed compartments on each flatcar will accommodate twenty-eight 5,000-pound rolling ingots.

The 24 cars will be scheduled so that six cars will be loading at Mead, six loaded cars will be en route to Trentwood, six will be unloading at Trentwood and six empty cars will be en route back to Mead.

Molten aluminum from the Mead pot lines now is poured into molds, cooled and shipped as pig to the Trentwood mill, where the metal is remelted and alloyed before it is cast into rolling ingots.

The firm is spending \$750,000 on ingot casting facilities at Mead, which when complete, will permit the alloying of nearly half of the

plant's output while the metal is in a molten state and then casting it into rolling ingots.

GN Extends Trailer-On-Flat-Car Service

Extension of Great Northern Railway piggyback freight service to provide handling of less than carload merchandise between Fargo and Williston, North Dakota, became effective October 3.

The new trailer-on-flat-car service is operated in both directions, utilizing regular freight trains. Also contemplated is the loading of separate cars of less than carload merchandise at St. Paul and Minneapolis freight houses, to be consolidated into a trailer or trailers at Fargo for further movement to Williston.

Great Northern piggyback service also is provided between the Twin Cities and Fargo, Fargo and Minot, the Twin Cities and the Grand Forks area, Grand Forks and Fargo, the Twin Cities and Duluth-Superior, between cities in the Pacific Northwest and between the Pacific Northwest and California points.

Puget Sound SS Service

Fall and winter Puget Sound steamship service between Seattle, Washington, Victoria and Vancouver, British Columbia, is being operated by Canadian Pacific on the following schedule during the period September 25, 1955 through April 28, 1956.

NORTHBOUND

Lv. Seattle	4:00 PM	—
Ar. Victoria	9:15 PM	—
Lv. Victoria	11:59 PM	4:00 PM
Ar. Vancouver	7:00 AM	9:30 PM

SOUTHBOUND

Lv. Vancouver	11:59 PM	9:15 AM
Ar. Victoria	7:00 AM	2:45 PM
Lv. Victoria	9:30 AM	—
Ar. Seattle	2:45 PM	—

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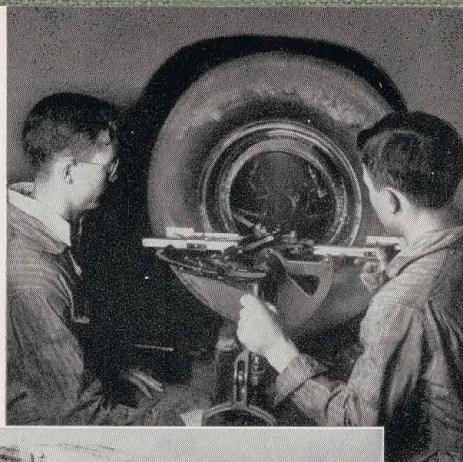
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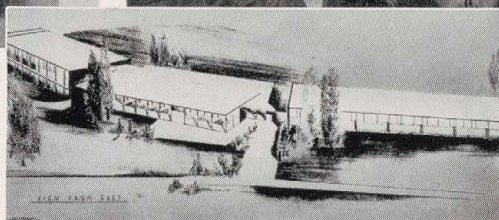
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Vocational-Technical Division auto mechanic students are shown (left) performing actual body repair work, and (right) using wheel balancing equipment.



Sketch of the dormitory for men, one of several new buildings planned for the near future.

Northern Montana College Observes 25th Anniversary

Northern Montana College at Havre, a unit of the University of Montana, in 1955 rounds out its first 25 years. During this period it has established a remarkable tradition of growth and service and now is entering into an expanded program which should increase immeasurably the value of the school to the Northern Montana area.

A four-year program in elementary and secondary education has been added to the curriculum. Administrative authorities under president L. O. Brockman have established three main areas of instruction, to coordinate the program of preparing young people for service.

In the Basic Curricula Division, students are prepared for work in

business administration, chemistry, engineering, home economics and journalism. Programs are outlined to prepare the student entering into the fields of medicine, dentistry, pharmacy, nursing and law.

The Teacher Education Division has three curricula programs from which to choose. The first two are four-year programs leading to the B.S. degree in elementary education; the third is a two-year program in elementary education which is primary education. The college also offers a four-year program for secondary teaching.

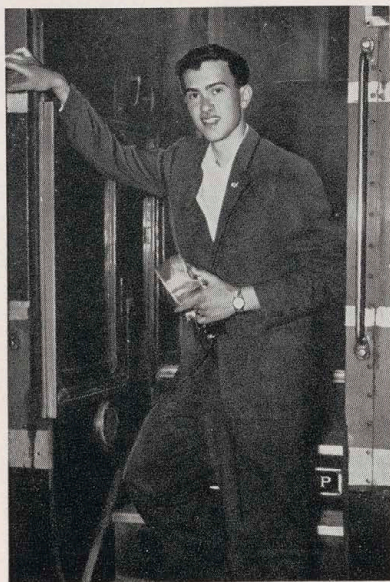
In the Vocational-Technical Division, the student can select his program from a large group of two-

(Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Boys Nation Delegates Go Great Northern



Boys Nation delegate Lloyd C. Elmer, Jr., of Seattle, boards the Empire Builder at Chicago. Bud Daley photo.

The two boys selected to represent Washington State at the American Legion sponsored Boys Nation, recently traveled on Great Northern's streamlined Great Dome Empire Builder from the Pacific Northwest to Chicago en route to the nation's capital.

They were Lloyd C. Elmer, Jr., of Seattle, and Ronald LaFreniere of Wenatchee, Washington.

The American Legion annually sends two boys from each state to participate in Boys Nation activities at Washington, D. C. Here they set up a government modeled after that of the United States, and elect from

their number a president, vice president and various other executives. The boys remain in Washington for a full week during which time they tour the city and surrounding area, visit national shrines, points of historic interest, governmental departments and agencies. Highspot is a personal meeting with the President of the United States.

In Training at GN

Two key employees of the Turkish State Railway are receiving special training in their particular fields at Great Northern Railway in St. Paul, under sponsorship of the International Cooperation Administration, formerly the Foreign Operations Administration.

They are Abdul Hamlin Dincer, chief production engineer, and Ozbek Saadettin Tuncay, production engineer, both from the Ankara shops.

The scheduled 12-week program at GN deals mainly with organization and procedures in railway diesel repair shops, and repair methods and techniques in diesel locomotive, freight and passenger car shops.

MONTANA COLLEGE—Concluded

year terminal training courses. For men there are courses in auto mechanics, carpentry and construction, farm and ranch management and welding; and for women, practical nursing, medical, legal and general secretaryship. Planned for this division is a four-year industrial arts curriculum.

New courses and programs are being added when the need and demand is indicated. New buildings are planned to house a growing student body and take care of the expanding curriculum.

Sixteen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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Petite Joanne Copeland, the nation's 1955 Vintage Queen, picks a basket of wine grapes in one of California's world-famed vineyards.

Nature's generous beauty is enhanced by the precise pattern of wine grape vines which carpet the floor of the Valley vineyard in Napa County, California.



The Nation's Vintage Festival

The annual vintage in California and other wine growing states is celebrated each year by a special observance to call attention to the fine wines produced in America.

This observance is National Wine Week, the annual grape and wine festival, this year celebrated October 15 through 22. Industries which serve and supply the nation's vintners join in this annual invitation to Americans to become better acquainted with the choice wines from

the thousands of vineyards stretching through 27 states.

The growing of wine has for years been one of the country's most important agricultural industries. Wines from the United States have won the respect of the world. The nation's "wine cellar" is generally conceded to be California, where more than 90 per cent of America's wines are produced.

From its half-million acres of

(Concluded on page 18)

Seventeen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

THERN

Aboard the Empire Builder



Mr. and Mrs. Chandler arrive at Whitefish, Montana, aboard the streamlined Empire Builder. Lacy photo.

Recent passengers aboard Great Northern's streamlined Empire Builder were Mr. and Mrs. A. B. "Happy" Chandler of Versailles, Kentucky, vacation bound from Chicago to Whitefish, Montana.

He is a former Governor of and U. S. Senator from Kentucky, and high commissioner of baseball.

Mr. Chandler's name has recently been prominent in the news because of his winning the Democratic nomination for Governor of Kentucky.

VINTAGE FESTIVAL—Concluded vineyards, California distributes wine to every major market in the country, most of it over America's railroads. Last year, for example California's wine growers shipped nearly 15,000 carloads of wine to out-of-state markets.

Coming at the peak of the harvest season, National Wine Week is a vintage festival on a nationwide scale. Wine tastings, winery open houses, vintage tours, luncheons,

Eighteen

dinners and harvest balls are all a part. Store windows blossom with colorful displays while newspapers, magazines, radio and TV, and other media convey the message to all America. Hotels and restaurants, beverage and grocery stores join wholeheartedly in this No. 1 merchandising event of the wine year. Allied industries give their support and cooperation.

GN Western Operating Division Changes

February 1, 1956 will be the effective date for changes in boundaries which will better balance the mileage of Great Northern Railway's Western operating divisions.

Headquarters for the extended Kalispell division will be established in Spokane, Washington. Present headquarters are at Whitefish, Montana. Seattle will continue as headquarters for the Cascade division. The Spokane division will be eliminated.

The Cascade division will extend from Seattle to Fort Wright, near Spokane. An assistant superintendent in charge of Columbia Basin operations will be stationed at Wenatchee.

The Kalispell division will extend from Fort Wright east to Cutbank, Montana. Office of the assistant superintendent will be at Whitefish.

The Butte division, with headquarters at Great Falls, will have Cutbank for its western boundary and will extend to Bainville, Montana, on the east.

Establishment of Great Northern's district accounting offices at Whitefish will increase the number of personnel there. Whitefish will be the center for railway accounting operations between Seattle, Washington, and Williston, North Dakota, with completion of electronic business machine installations.

PROGRESS IS A GREAT NORTHERN HABIT

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FORM 8009 10-55

Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1955, are: John H. Coolen, conductor, Havre, Mont.; Frank L. Evans, switch foreman, Sioux City, Iowa; William D. Forsyth, brakeman-conductor, Williston, N. D.; William H. Johnson, engineer, Dunseith, N. D.; Michael Selzler, pumper, Townner, N. D.; Melvin Van Duzee, crossing watchman, Butte, Mont.; Edward J. Watson, agent, Leavenworth, Wash.; Robert U. Weitzel, assistant roundhouse foreman, St. Cloud, Minn.

Members reported pensioned during September, 1955, are: Arthur P. Dittich, section stockman, St. Paul, Minn.; William H. Johnson, engineer, Minneapolis, Minn.; Ira L. Kellogg, conductor, Breckenridge, Minn.; Egbert Knutson, checker, Willmar, Minn.; James McNeil, yard master, Cass Lake, Minn.; Oscar C. Newholm, air brake fitter, St. Paul, Minn.; Raymond A. Preston, city ticket agent, Seattle, Wash.; Frank Sarka, passenger carman, St. Paul, Minn.; Gunther Steen, assistant chief clerk, St. Paul, Minn.

* * *

Newly published for children by Simon and Schuster, New York City, is "The Golden Book of Train Stamps" by Lucille Schultz. Pictures are by Robert Sherman and Thelma Bowie.

National Bible Week, this year to be observed October 17 through 23, is sponsored by the Laymen's National Committee, a non-sectarian corporation founded in 1940 for the purpose of reawakening religious thinking in every possible way; conducting a campaign of public education in Bible reading and Bible study; encouraging Church, Synagogue and Sunday School attendance; and promoting a better understanding among all peoples.

* * *

The first annual Farm-City Week is scheduled for October 23 through 29, 1955. The observance, sponsored by Kiwanis International, will consist of a series of events aimed at bringing about a better understanding between rural and urban dwellers.

* * *

Transfer between the various railroad passenger stations in Chicago now is being provided by the Railroad Transfer Service. Any coupons bearing the Parmelee Company name should be changed to read "Railroad Transfer Service."

* * *

Matthew L. Gaetz, 71, retired Minot division superintendent of Great Northern Railway, died on October 14, 1955 at a Minot hospital.

Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

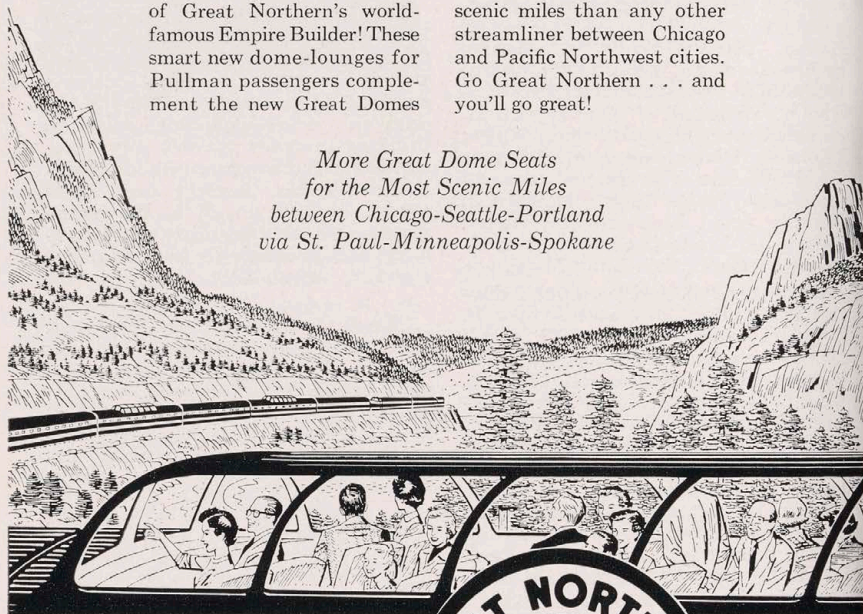
FULL LENGTH GREAT DOMES

ON GREAT NORTHERN'S EMPIRE BUILDER!

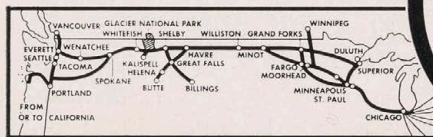
FULL-LENGTH Great Domes now are a luxurious part of Great Northern's world-famous Empire Builder! These smart new dome-lounges for Pullman passengers complement the new Great Domes

for coach patrons, providing more dome seats for the most scenic miles than any other streamliner between Chicago and Pacific Northwest cities. Go Great Northern . . . and you'll go great!

*More Great Dome Seats
for the Most Scenic Miles
between Chicago-Seattle-Portland
via St. Paul-Minneapolis-Spokane*



*Connections in Seattle and Portland
to and from California*



*Go the
Great Dome
Route!*

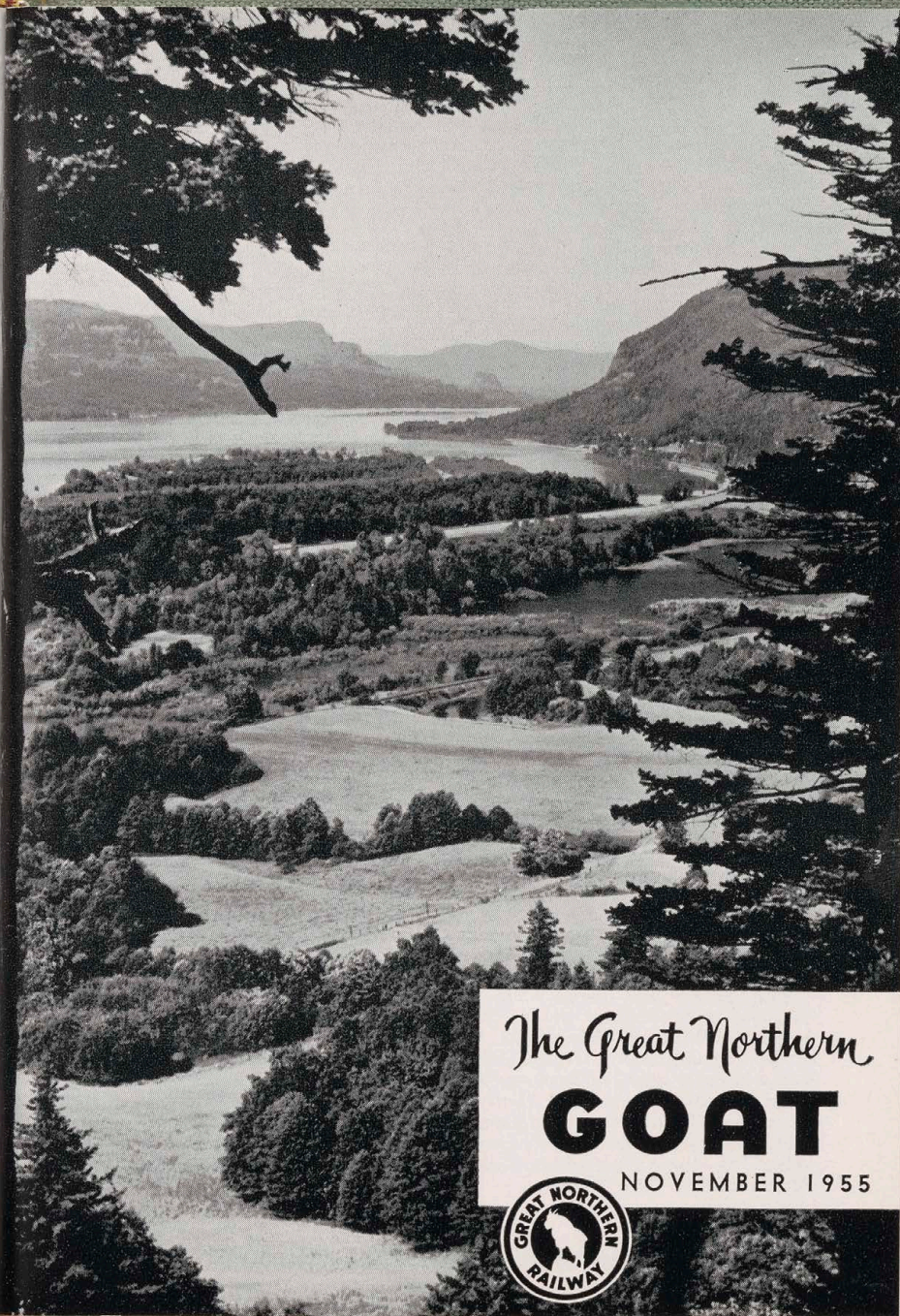
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The Great Northern
GOAT

NOVEMBER 1955



Great Northern Progress

Great Northern directors meeting in New York City October 21, approved construction of 1,000 boxcars in 1956, enabling the railway to continue its car acquisition program through which more than 10,000 units have been added to the company's freight fleet since 1945.

Expenditure of nearly 15 million dollars for the new freight cars, additional motive power and improvements to tracks and facilities in 1956 was approved by Great Northern directors. In addition, the board authorized the 1956 track maintenance program which will be about the same as this year's.

Also authorized was a dividend of 62½ cents per share on Great Northern's common stock, payable on December 19 to shareholders of record on November 25.

The 1,000 50-ton boxcars will be built in GN's St. Cloud, Minnesota, shops at a cost approximating eight million dollars. Twenty-five 19,000 gallon tank cars also will be purchased, and the company plans to acquire 20 diesel locomotives next year.

The 1956 track improvement program will include installation of 172 miles of new 115-pound rail and necessary fastenings, and application of more than one million cubic yards of ballasting and bank widening. Great Northern also plans to strengthen an additional 172 miles of secondary lines by installing heavier used rail and fastenings.

The railway will install a 115-mile segment of centralized traffic control between Willmar, Minnesota, and Wahpeton Junction, North Dakota, and a 38-mile segment between Williston, North Dakota, and Bainville, Montana. Two line changes will eliminate curvature of nearly four miles of main track in eastern Montana.

Two

Installation of additional radio train control equipment and other electronic devices, construction of equipment repair and maintenance facilities and purchase of roadway tools and machines also are in GN's 1956 program.

S-D Day 1955

Thursday, December 1, 1955, will be the second annual S-D Day, or Safe Driving Day. Its purpose is to demonstrate again, that traffic accidents can be greatly reduced when motorists and pedestrians fulfill their moral and civic responsibility for safety.

It is sponsored by the President's Committee for Traffic Safety in cooperation with prominent national organizations.

The challenge to every community will be: *not a single traffic accident during the 24-hour period—in daylight or darkness.*

Thirty days of public educational activity will precede S-D Day, with national, State and local organizations of all types joining to combat traffic accidents.

Scorekeeping of fatalities will begin on November 21—S-D Day minus 10—and will continue through S-D Day plus 10. Reports on the cumulative result will be published by the President's Committee.

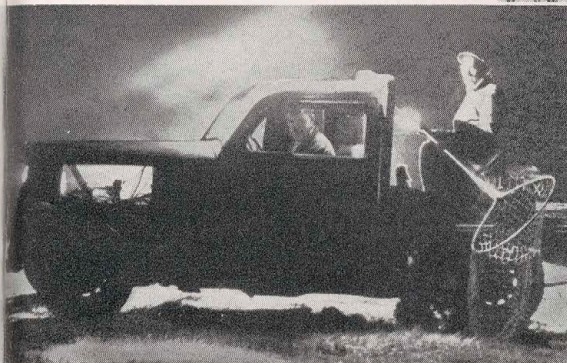
This year, as last, the purpose of S-D Day is to show that motorists and pedestrians can reduce traffic accidents by their own actions. The first S-D Day, last December, produced a reduction in the national toll of deaths and injuries, and in the number of accidents, as against the comparable day in 1953. For the second S-D Day, everyone in every State and community will be asked to join in bringing about a much greater reduction.

Rabbits are dropped into shipping crate through an oversized funnel. They are kept in small pens until enough have been captured to make a shipment.

The "bunny buggies" use a driver, netter and spotter, who handles the spotlight. In this car, the netter sits so he can swing to either side.



Paul Thomas photos



Bunny Netting in the San Juan Islands

A growing sport in Washington State's San Juan Islands is "Bunny Netting"—catching live rabbits at night with the aid of a cut-down jalopy and a salmon dip net.

The Belgium hares have made a stronghold in San Juan, Lopez and Orcas Islands, and around one hundred hunters swarm to the islands each week end for a try at the big bucks. There is an open season and no limit on rabbits in Island County. The only local law regarding rabbit hunting is that no guns may be fired after dark.

Since rabbits are most active at night, the ingenious hunters have created the "bunny buggy," a fabulous vehicle which combines the attributes of a hot rod and a farm

cultivator. Armed with a salmon net, the hunter straps himself into a bucket seat attached to the running board of the car. Next to the driver sits the spotter who handles the searchlight and picks out the quarry for the hunter.

Then the fun begins. The man behind the wheel sets out over the open country at about 40 miles an hour employing the skill of a tank and race track driver—the spotter searches ahead with his light—and the hunter hangs on for dear life.

The hares are so startled by the roaring engine and glaring spotlight bearing down on them that they "freeze" in their tracks. Thus the hunter in his outboard bucket seat, nets the rabbit with one fell swoop.

(Concluded on page 6)

Three

THE STREAMLINED WESTERN STAR

The Great Northern



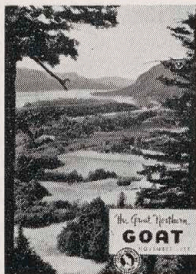
Vol. 25 November, 1955 No. 11

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

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 broad Columbia, mighty "River of the West", cuts its way through the Cascade range in a gorge of unending beauty.

Four

Your Railroads

What does Thanksgiving Day mean to Americans? A day off from work? A wonderful feast? A long-anticipated family reunion? Thanksgiving Day is all those things and more. Most of our major holidays—Christmas, New Year's, Easter—we share with people the world over. But Thanksgiving Day is uniquely our own, and is perhaps our most compelling symbol of the American Dream.

The Pilgrims who struggled their way to these shores in 1620 willingly braved every conceivable hardship in order to establish a colony where they could live, speak, work and worship in freedom. Men and women who really cared about freedom, they stuck out the first, unbelievably hard winter with the kind of persistence and courage which has always marked America's greatest moments.

On Thursday, November 24, we celebrate the three hundred and thirty-fourth harvest of all the good things that have grown from those seeds of greatness planted in Plymouth three centuries ago. And we do so in America which produces more and lives better than any other country in history.

Free to compete, to dare, to act on their own initiative and convictions, Americans, above all other peoples, have made full use of their human and natural resources. For example, we have coaxed an incredible abundance and variety of foods from every soil and climate of our far-flung country. And because of the shining steel rails that bind our country together, we have been able to distribute the rich produce of our fertile fields efficiently and economically.

Just as high-volume, low-cost rail transportation is essential to our unparalleled industrial output, so the

(Concluded on page 6)

THE STREAMLINED RED RIVER

Winter Time is Harvest Time in Southern California

In ever-increasing numbers, visitors to California from the east and midwest are making the trip by Great Northern Railway through the evergreen Pacific Northwest. The round trip rail fare to many California destinations via Great Northern's scenic northern route is little or no more than that charged when more direct routes are used in both directions. Stopovers are permitted at almost any point and the Empire Builder with its full complement of Great Dome cars and the streamlined Western Star both make connections with streamliners bound to and from California at Portland and Seattle.

Winter time is harvest time for the rare and beautiful in Southern California where nature's handiwork best reflects the region's unique subtropical climate.

Visitors enjoy the same sunny days that bring to maturity snow-white cotton, luscious dates, crimson poinsettias, camellias and azaleas in hundreds of shades and sizes, oranges, lemons and grapefruit, and winter vegetables.

Southern California's subtropical winter is an excellent time to visit Kern County, centering around Bakersfield, north of Los Angeles. Winter in the county is warm enough for a great cotton harvest, cold enough for winter sports in mountains that wall the county on three sides, and hot enough for desert sun bathing.

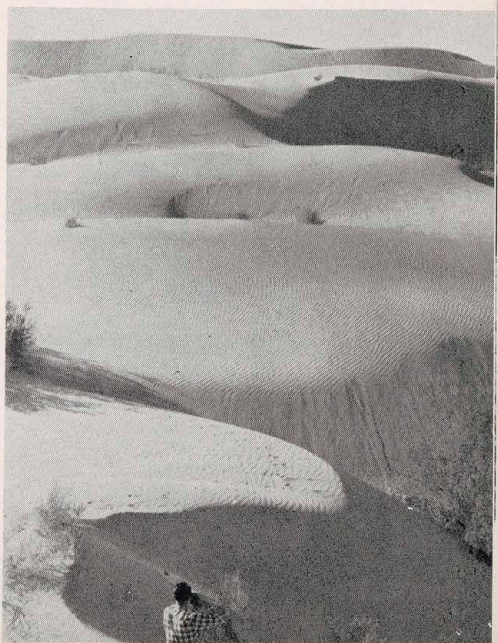
The cotton fields are more than a spectacle, they're a bonanza. The long staple variety raised here is

(Concluded on page 6)

California's great sand dunes contrast sharply with the lush winter harvest of nearby irrigated areas.



Stately palms are popular subjects for camera fans at seaside La Jolla, north of San Diego.



HANDICAPPED...!



CALIFORNIA—Concluded

rated the best in the world. Visitors see snow-white fields being picked for mile after mile.

Another example of the area's winter climate is the potato harvest. Elsewhere in the nation potatoes have long since been dug and stored safely from frostbite, but here, the harvest reaches a peak in December when an annual "Potato Bowl Football Game" matches top junior college teams.

The eastern section of the county is full of mineral wealth, precious gems and the romance of the Old West. Joshua Trees, weird desert lilies that stand two stories high, bloom in winter with a blossom as big as your head. Near Mohave, one can visit the Golden Queen gold mine, historic borax deposits, and active mining centers which look like sets from a Western horse opera.

This is the country where winter is spent out of doors instead of indoors, which can also be said for the rest of Southern California.

Six

BUNNY NETTING—Concluded

Crates are carried on the back of the bunny buggy, each capable of holding six rabbits. A funnel-like attachment allows the hunter to drop his prey into the crate without leaving his seat. A good buggy team can catch as many as 52 rabbits an hour. The average hare weighs between five and six pounds, but once in a while, the hunters come up with big bucks weighing 25 pounds or better.

Three commercial hunters make year 'round livings trapping the rabbits. Many farmers supplement their incomes either by hunting rabbits themselves or by leasing hunting privileges for 15 or 20 cents a rabbit. Sport hunters may rent bunny buggies for a nominal fee.

In many parts of the country a controversy is brewing over the growing population of rabbits and the introduction of rabbits into open lands. Some states are importing rabbits for breeding stock.

Although there are those in the San Juan Islands who do not like the rabbits, many are not opposed. One farmer said the rabbits had damaged his garden and pasture land to some extent, but he had realized around \$600 the same year in leasing privileges.

No matter how the battle goes, it looks as if the rabbits are here to stay, and the hunters will probably be netting bunnies for many years to come.

YOUR RR's.—Concluded

all-season, all-commodity service provided by the railroads is essential if we are to eat as well as we do.

The plentiful trains now converging on your home town and bulging with all the good things of the harvest for your Thanksgiving table, are moving symbols of the American Dream come true.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

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Grass Shack Comfort—Everyone likes the informality of three swimming pools and thatched-roof cottages.

Entertainment is the keyword—Hawaii's brightest stars perform at the Hawaiian Village. Hawaiian News Service photos.

Hawaiian Village at Waikiki

Travelers may expect to find some mighty modern versions of the little grass shack in Hawaii these days. Skyscrapers are popping up all over Honolulu. And when a big corporation tackles a hotel job, the result might be expected to be super sleek, steely and very air-conditioned.

In Hawaii today, however, is a thatch-roof product of big business which lets the tradewinds take care of the temperature and gives more concern to the gloss on the mother-of-pearl address plates than on the maitre de's cuff links. Not that the management ignores the luxury touches—there is wall-to-wall carpeting in the powder room and the three swimming pools have underwater lights.

At the Hawaiian Village, Henry J. Kaiser's first Waikiki venture, the emphasis is on the Polynesia visitors might expect in the Hawaiian Islands. Opened in September, the Village adds accommodations for 180 persons at Waikiki.

(Concluded on page 12)

Seven



The double chairlift at Mount Baker rises against a backdrop of rugged Cascade peaks.



A fast downhill run at the popular Squilchuck ski area located near Wenatchee, Washington.



SKIING the EVERGREEN

This is the time of year in Washington State when ski enthusiasts begin to get restless. The days, starting in late October and continuing toward the mountain peaks, are filled with snow.

Ski clubs and resort operators are making few improvements on their lodges, and ski runs of November the first heavy snowfall, and the sports season will begin in the open State.

Today, skiing is one of the popular outdoor sports in the state. The improvements at several ski areas are such that it is difficult to keep abreast of them, and the sport has developed so quickly that the state is easily changed in the past 10 years.

Old attendance records are set each year, and winter sports activities in Washington are receiving more attention. The Washington State Skiing Commission is the leading organization.

(Continued on page 10)



The new 4,000-foot Panorama Dome double chairlift rises 1,000 vertical feet at Mount Baker.

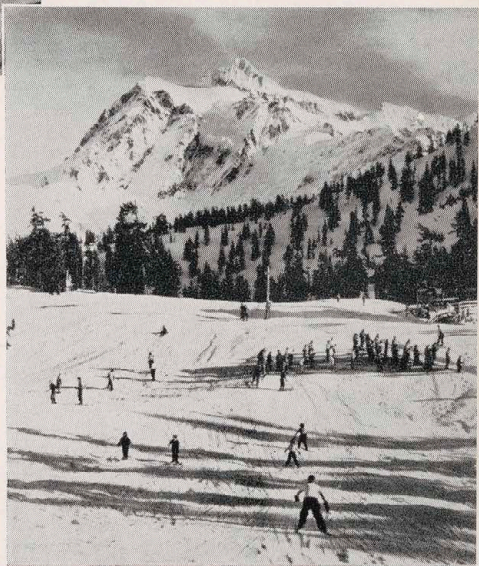
the WIRGREEN STATE

time of year in Washington State when winter sports begin to get real. As clear days, they cast their eyes on mountain peaks and intently for the first signs of

and resort operators working feverishly to complete on their losses and ski runs. By the middle the first heaves will fall, and another winter will begin in the green State.

ing is one of the most popular outdoor sports in the improvements in ski areas occur so rapidly that it is difficult to keep up with them, and new areas are being quickly developed. The state has easily doubled and tripled its ski areas in the last few years.

Attendance records shattered each new skiing season, and winter sports activities in Washington are receiving world-wide attention. The Washington Advertising Commission at Olympia



Attendance records at Washington winter sports areas are shattered with each new ski season.

(Continued on page 10)

SKIING—Continued

receives hundreds of letters this time of year from persons across the nation who are interested in skiing here. Skiers from Switzerland and South America have written that they are planning to visit the United States for the sole purpose of skiing in Washington.

The amazing growth of the skiing facilities in Washington sometimes bewilders the old timers who fought so long against the cynics to establish the sport here. It took a long time for skiing to get a foothold in the state.

The first general interest in the sport began slowly about 20 years ago in the middle of the depression years. A group of hardy skiers attempted to encourage and foster the sport, but they met with resistance everywhere. Owners of sporting goods stores assumed that skiing was a passing fad and were reluctant to stock equipment. Others, too near-sighted to realize the potential revenue from skiers, fought bitterly to prevent the Highway Department from using state funds to keep the roads into the skiing areas open during the winter. The fight went all the way to Congress where unbelievers opposed those who wanted to open federal forests and national parks for the skiers.

But despite such odds and many setbacks, more and more fans were added to the skiing cult. Although skiing had not reached its present eminence by 1940, there were thousands of fans sliding down mountains each week end. Then came the war years when skiing was curtailed of necessity. Rumbles of opposition began again after the war when cynics were confident that the sport would never take hold again.

The year 1945 proved to be the turning point. Old ski areas had been patched up hurriedly to accommodate an expected normal turnout.

Ten

But that winter saw old attendance records broken as every available skiing area in Washington was crowded to capacity. In 1945, opposition to winter sports crumbled, and skiing had come to Washington to stay.

Some of the better known ski areas in Washington State are listed below.

Mount Spokane State Park—35 miles northeast of Spokane. December to mid-April. New slopes established on east side of mountain with 3 rope tows. A new lodge is under construction, and plans for a \$175,000 chairlift—longest in the Pacific Northwest—are under way.

Chewelah Peak—57 miles north of Spokane. December to March. Has rope tows and 3,900-foot double chairlift.

Squilchuck Ski Bowl—9 miles from Wenatchee in Squilchuck State Park. Two rope tows. Flood lights for night skiing.

Leavenworth Ski Area—25 miles west of Wenatchee. December to March. Facilities include ski jump and A, B, and C rope tows. Great Northern station one mile from ski field at Leavenworth. International ski jump tournament each February.

Stevens Pass—60 miles west of Wenatchee, 51 miles east of Everett. November to May. New 1,200 vertical foot chairlift over one mile long. Has 12 high speed rope tows to major areas. Public lodge and dormitory.

Mount Rainier National Park—13 miles from Longmire, Washington. December to May. Paradise Valley has two rope tows, warming huts and light lunches. Cayuse Pass is open December to May for skiing with two rope tows.

Olympic National Park—Deer Park located in northeast sector near Port Angeles. Season December through March. Two rope tows.

(Concluded on page 13)



Goat Gaieties



Not a GP

Inquisitive Matron: "Pardon me, but what kind of a uniform are you wearing?"

Serviceman: "I am a naval surgeon."

Matron: "My! How you modern doctors specialize!"

* * *

Uncomfortable

Woman to friend at country-club party: "I'm miserable. I've got on my sitting-down shoes and my standing-up girdle."

* * *

Strike Threat

Home owner: "Thirty dollars to paint my garage? That's outrageous! I wouldn't pay Michelangelo that much to paint my garage!"

Painter: "Listen, you, if he does the job for any less, we'll come and picket yer place!"

* * *

There Must Be Something

A harried business executive went to his physician to get a prescription for sleeping pills only to find that he was allergic to sedatives.

"What about some of this twilight sleep I've read about?" he asked the doctor.

"Oh, that's only for labor," was the reply.

"Good heavens!" exclaimed the executive, "haven't you anything for management?"

Rough Stuff

A traveler through a remote section of the West stopped off in a small village for the night and ventured into a very tough-looking tavern for a bottle of beer. Several large, bronzed characters were draped around the old fashioned bar.

"Nice atmosphere you have in this place," said the traveler, trying to strike up a conversation. "I like the old-fashioned air about the place. I haven't seen sawdust sprinkled on the floor like that since before the First World War."

"That's not sawdust," pointed out the bartender, "that's yesterday's furniture."

* * *

Safety First

Watch out for school children—especially if they're driving cars!

* * *

Modern Miracle

Two church elders were discussing the Bible.

"Isn't it miraculous," said one, "how Jonah spent three days in the stomach of a whale?"

"Taint so much," said the other. "My uncle spent longer than that inside an alligator."

"Sure enough?" exclaimed the first. "How long?"

"Goin' on two years now," was the reply.

Eleven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Livestock Exposition Tour

Now being organized is a Great Northern Railway-sponsored all expense tour party from cities and towns in Minnesota, North Dakota, Montana, Washington, and Oregon, to the International Livestock Exposition in Chicago, Illinois, November 26 through December 3.

The escorted tour provides at one low cost, round trip rail transportation in Pullman sleeping cars or luxury Day-Nite coaches on the streamlined Western Star, and four full days in Chicago including first-class room-with-bath accommodations at the Palmer House, transfers, several luncheons and dinners, theatre tickets, motor coach sightseeing, a network broadcast, admission to the International Livestock Exposition and a reserved seat at the Horse Show.

Detailed information and costs from your home town may be obtained from your nearest Great Northern agent or by writing to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

WAIKIKI—Concluded

On grounds once revered by the ancient Hawaiians as headquarters for gathering piko-ha'o, a gourmet's seaweed set aside for royalty, vacationers may play konane (Hawaiian checkers) in a garden of ti, bananas and birds of paradise.

In their rooms they may read by light filtered through lampshades of butterfly wings and cool their feet on lauhala mats. Overhead are peaked roofs of handwoven coconut fronds.

The Hawaiian Village has several "firsts" in modernity as well as being a stickler for the typical tropical touch.

Twelve

Alfred Apaka, recording star who is entertainment director of the hotel, strolls through dinner and dancing crowds while crooning through Hawaii's first wireless microphone.

Guests dance on Hawaii's first "roll-a-top" dance floor, which disappears by a button push from the swimming pool beside the dining room.

Hawaii-bound vacationers may travel in one direction, to or from shipside in 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.

Beatty Leaves Glacier

M. E. Beatty, Glacier Park's chief naturalist since July, 1944, has been appointed regional naturalist for Region One of the National Park Service with headquarters at Richmond, Virginia. The promotion was effective October 1.

Region One parks include Everglades, Great Smokie, Shenandoah, Mammoth Cave, Cape Hatteras Seashore and a number of historic sites.

A native of Portland, Oregon, Beatty entered the Park Service in 1932. His 11 years at Glacier have seen travel through the park triple and the naturalists' interpretive program develop accordingly.

He helped inaugurate active programs with the U. S. Weather Bureau and U. S. Geological Survey for scientific measurements and studies of the Park's glaciers.

GN Scholarships

Establishment of a Great Northern scholarship plan for sons of the railway's employees in the United States and Canada was recently announced by John M. Budd, company president.

The program will be effective in 1956, and Great Northern will award a minimum of three scholarships annually. The educational awards will be \$750 per year for four-year scholarships, and winning students will be permitted to select any accredited college or university. Great Northern also will offer scholarship students summertime work on the railway.

Selection of winning students will be made by a committee of two general chairmen of Great Northern railway labor organizations, two business men and two college or university faculty members. Labor representation on the group will be rotated each year so that all employee organization leaders will assist in the selection work.

Great Northern employees were asked to make suggestions on operation of the project, and many of the proposals received are incorporated in the final scholarship plan.

Continuation of financial assistance to scholarship winners through the four-year period will be contingent on maintaining of satisfactory records in the colleges or universities selected by the students.

Browning Museum Sets Visitor Record

Total number of visitors at the Museum of the Plains Indian at Browning, Montana, during the 1955 season from June 1 to the closing, September 15, was 47,481, according to Thomas F. Kehoe, curator. This year's daily attendance is a 10.4 per cent increase over that of 1954.

Sophie Tucker Travels GN



Miss Sophie Tucker, well known in the entertainment field for more than 50 years, is pictured above at St. Paul in her bedroom suite aboard Great Northern Railway's Winnipeg Limited.

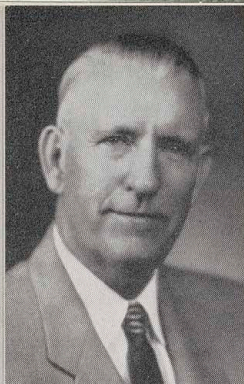
Miss Tucker and her party traveled via Great Northern from St. Paul to Winnipeg, Manitoba, for the first engagement of her 1955-56 tour.

SKIING—Concluded

Mount Baker—54 miles east of Bellingham. Season is longest in U.S. extending November through July. Best occurs January through March. New 4,000-foot Panorama Dome double chairlift rises 1,000 feet. Four rope tows.

Snoqualmie Pass—48 miles east of Seattle. December to April. Has several distinct districts and areas including a chairlift, numerous tows, ski jumps and several public lodges.

Thirteen



Johnston



Farrell



Cornelius



Class

Great Northern Passenger Department Changes

Arthur L. Johnston of St. Paul, Minnesota, assistant passenger traffic manager since 1951, ended his 37-year career with Great Northern Railway with retirement effective October 31.

Succeeding Johnston is Samuel M. Farrell, general passenger agent.

Cyrus M. Cornelius, assistant general passenger agent succeeds Farrell as general passenger agent.

Raymond J. Class, general agent, passenger department, now is assistant general passenger agent.

Johnston joined Great Northern's passenger traffic department at Winnipeg in 1918 and has been in St. Paul since 1921, serving successively as traveling passenger agent, city passenger agent, general agent, assistant general passenger agent and general passenger agent before appointment as assistant passenger traffic manager.

Farrell affiliated with Great Northern in Winnipeg in 1916. He served there until 1924 transfer to Chicago where he held various passenger department positions before going to St. Paul in 1948 as assistant general passenger agent. He has been general passenger agent since 1951.

Fourteen

Cornelius began his Great Northern service at Crookston, Minnesota, in 1916, was city passenger agent and district passenger agent at Duluth between 1922 and 1927, and from 1931 to 1948 was general agent in charge of the railway's city ticket office in Minneapolis, prior to transfer to St. Paul in 1948 as assistant to the passenger traffic manager. He has been assistant general passenger agent since 1951.

Class joined Great Northern in 1927 as an office boy in the Passenger Traffic Department at St. Paul and held various positions before becoming city passenger agent. He served successively as traveling passenger agent and district passenger agent before 1954 appointment as general agent, passenger department, in charge of the St. Paul City Ticket Office.

Apple Week Head

President of the National Apple Week Association during the recent highly successful observance, was Paul W. Scea of Wenatchee, Washington. A past president of the International Apple Association, Mr. Scea is manager of H. S. Denison & Company of Wenatchee.

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Class

Goat Cleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1955, are: Ira E. Clary, superintendent, Seattle, Wash.; Harry W. Costigan, assistant general freight agent, Seattle, Wash.; Carl O. Flaget, section foreman, Walla Walla, Wash.; Anton Gamroth, section foreman, Dean, Wash.; Peter Gonier, engineer, Minneapolis, Minn.; Charles W. Geldner, B & B foreman, Seattle, Wash.; Mathew L. Gaetz, division superintendent, Minot, N. D.; Edwin L. Hedberg, switch foreman, Superior, Wis.; Bennie C. Ish, telegrapher, Chester, Mont.; John E. Johnson, relay manager, Willmar, Minn.; Egbert Knutson, station baggageman, Willmar, Minn.; Einar O. Rognstad, train dispatcher, Willmar, Minn.; Carl O. Ring, engineer, Grand Forks, N. D.; C. J. Oscar Swanson, clerk, St. Paul, Minn.

Members reported pensioned during October, 1955, are: Albert H. Bueger, structural engineer, St. Paul, Minn.; William J. Dorrain, stockman, St. Paul, Minn.; Harry Geerds, engineer, Seattle, Wash.; Sylvester Gormley, traveling engineer, Superior, Wis.; William J. Hutchison, engineer, Whitefish, Mont.; Donald H. Huggard, assistant chief clerk, Seattle, Wash.; Maurice J. Johnson, telegrapher, Minneapolis, Minn.; Frederick C. Larson, signal foreman,

St. Paul, Minn.; George T. Loomis, conductor, Fargo, N. D.; James K. McFee, switchman, Minneapolis, Minn.; Clarence L. Peters, machinist helper, Breckenridge, Minn.; Newell B. Smith, engineer, Sandstone, Minn.; Emil C. Sjudahl, machinist, Minneapolis, Minn.; Walter R. Wagner, engineer, Havre, Mont.

* * *

Harry W. Costigan, 75, former Great Northern assistant general freight agent in Seattle, died there October 19. He retired in 1950 with 50 years of GN service.

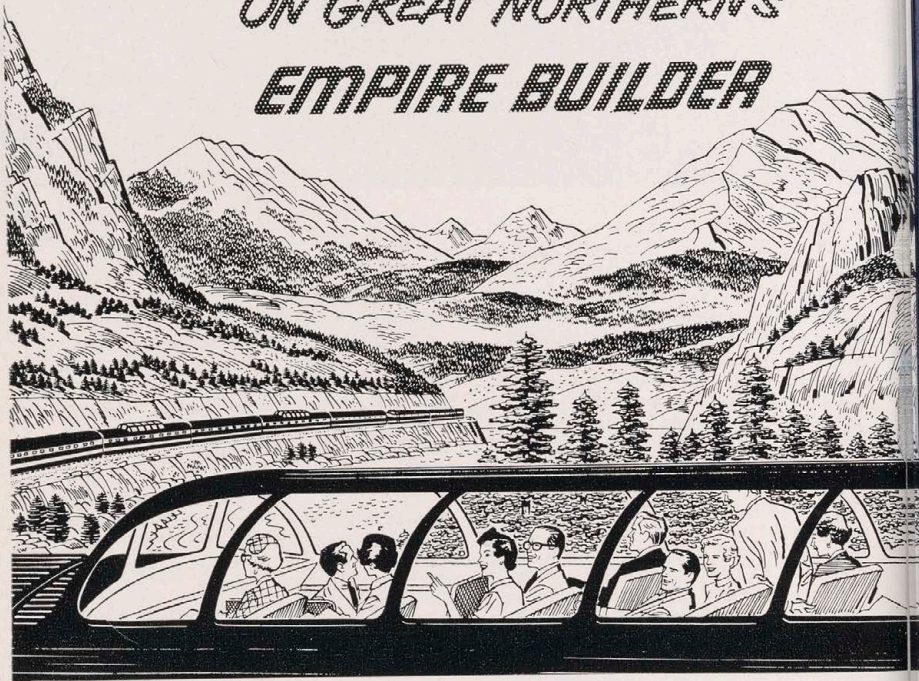
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Great Northern and Northern Pacific Railways are jointly sponsoring an escorted tour to the November 15 Annual Meeting of the Western Beet Growers' Association at Ephrata, Washington. Travel westbound is aboard the Western Star and eastbound on the North Coat Limited. Included is a comprehensive motor coach tour of the Columbia Basin and visit to Grand Coulee Dam. Ample time is allowed at Seattle for side trips to Portland, Bremerton and Vancouver or Victoria, British Columbia. Complete information is available from any Great Northern or Northern Pacific traffic department or agricultural development department representative.

Fifteen

THE STREAMLINED RED RIVER

MORE GREAT DOMES ***ON GREAT NORTHERN'S*** ***EMPIRE BUILDER***



**More Great Dome seats for the most
scenic miles between Chicago—
St. Paul - Spokane - Seattle - Portland**

Here's the greatest way to see America's greatest scenery: from the new full-length Great Domes on Great Northern's streamlined Empire Builder. The Empire Builder now has more luxury dome seats for the most scenic miles than any other train through the Northern Rockies.

So for scenic viewing at its very best, ride the smart, new full-length Dome-Lounge for Pullman passengers or the luxurious Great Domes in the coach section of the Empire Builder.

On the lower deck of the full-length Great Domes, you may enjoy refreshments in America's most exciting, smart lounge on rails.

Go the Great Dome Route—No Extra Fare

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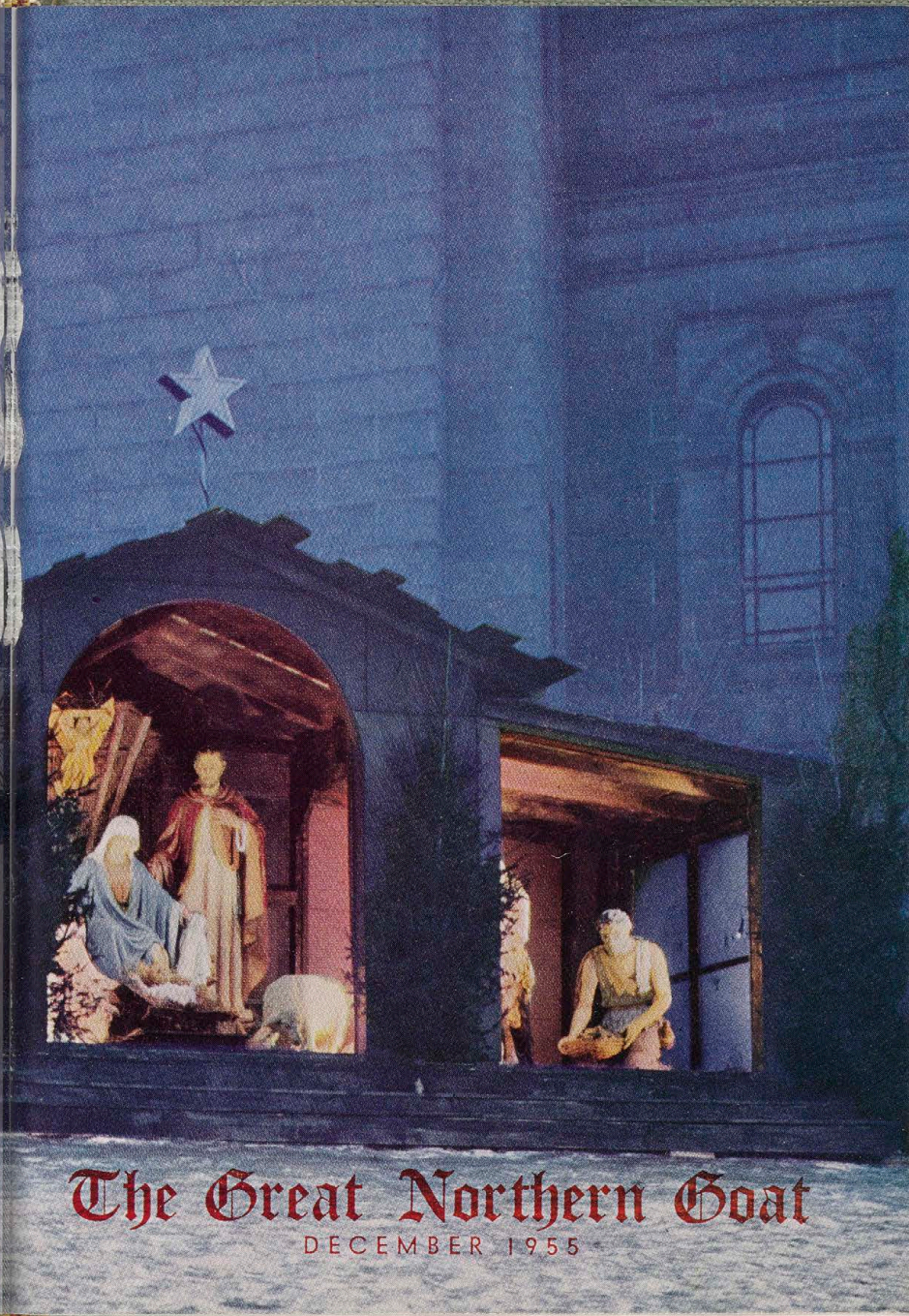
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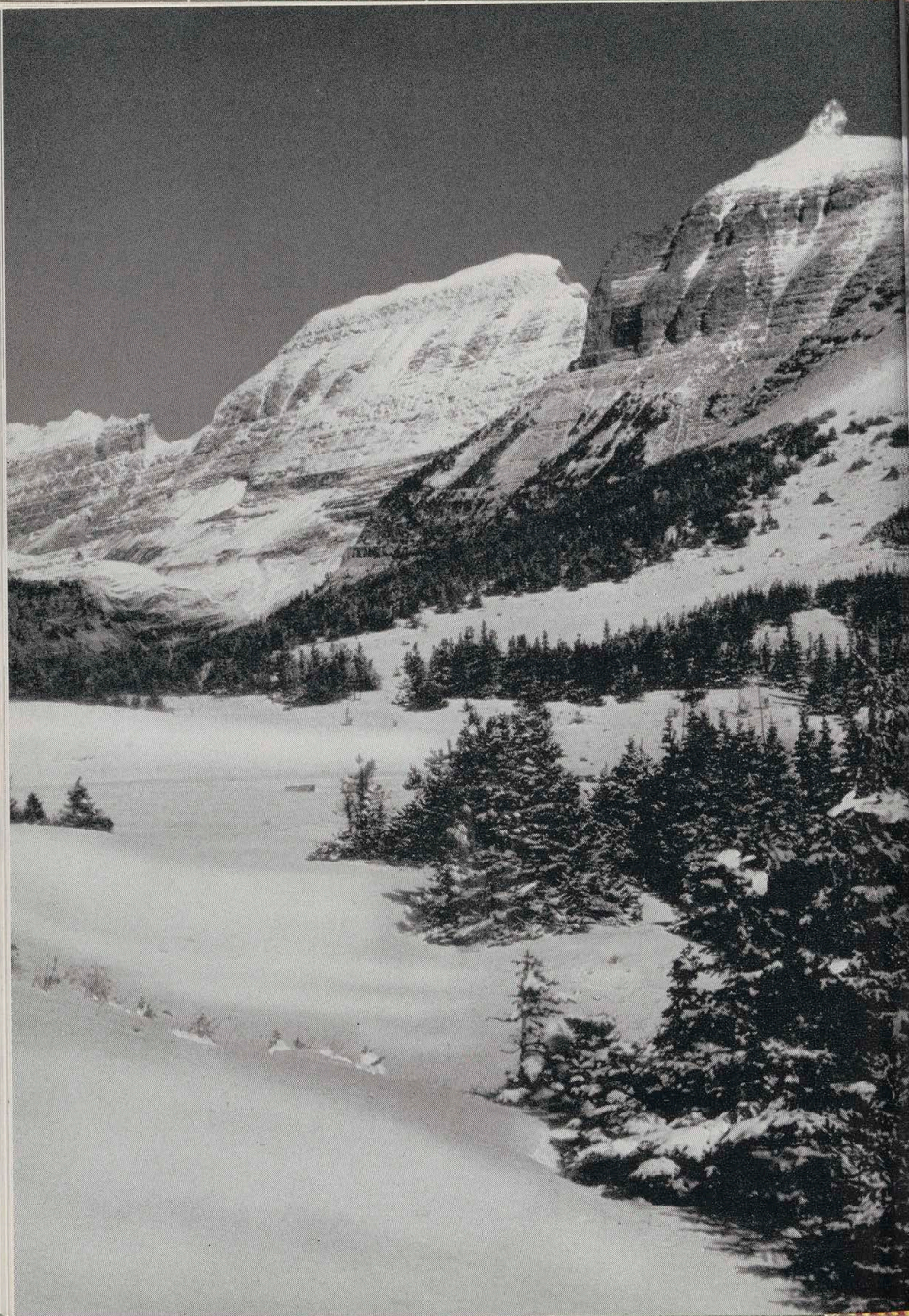
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The Great Northern Goat

DECEMBER 1955



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Shop Early—Mail Early

As Santa Claus' chief helper, one of the numerous transportation jobs to be done by the nation's railroads this year is the delivery between December 1 and Christmas Day of nearly 5½ billion pieces of mail.

The Post Office Department expects at least this number of packages, greeting cards and letters traveling between cities during the 25-day period will reach their destination via rail. This means the railroads must transport daily an average of more than 210 million pieces.

To meet the 1955 estimate of post office officials, the railroads will be required to supply more than 3½ million linear feet of car space—which is equivalent to more than 59,000 60-foot mail cars that would make up a solid train extending nearly the distance between Washington and Chicago.

The Post Office Department anticipates that altogether the railroads must make provisions to handle more than 53 million bags, each of which will contain an average of more than 100 packages and letters. The capacity of a mail car averages 900 bags.

If equally divided among the combined populations of the United States, Canada and Mexico, the number of pieces of intercity mail expected to go by rail during the December 1-25 period would give every resident in these neighboring countries a daily average of more than one gift package or greeting card.

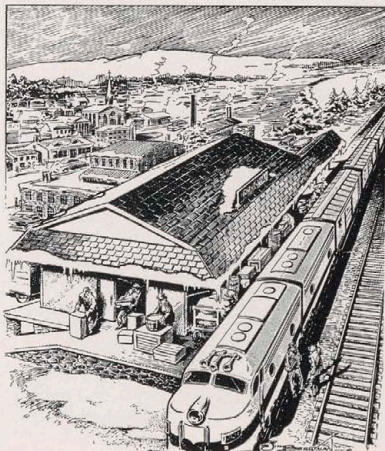
To transport this towering avalanche of postal matter, the railroads have geared for service almost 2,300 Railway Post Office cars employed in daily service over the 137,000 miles of track designated as mail routes by the Post Office Department.

In addition to the R.P.O. cars, the railroads have available a fleet of about 11,500 baggage and express cars they can press into service on short notice. On the manpower side, they have approximately 50,000 employees whose duties will be to handle the mail in stations and at terminal points.

Besides transporting almost 5½ billion pieces of mail during the 25-day period, the railroads during December likewise will be expediting thousands of cars of express and freight loaded with Christmas merchandise.

All of which points up the important role the "iron reindeer" are playing in the busy life of Kris Kringle this Yuletide season.

SANTA'S HOLIDAY HEADQUARTERS



Christmas card scenery shows in the Garden Wall section of Montana's Glacier National Park as winter takes over in the high country. Photo by Mel Ruder, *Hungry Horse News*, Columbia Falls, Montana.

Three

PROGRESS IS A GREAT NORTHERN HABIT

The Great Northern



Vol. 25 December, 1955 No. 12

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, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



The Great Northern Goat

for December, 1955, is a reproduction of the Nativity scene annually displayed at the Cathedral of Saint Paul, Saint Paul, Minnesota.

Color photo by
Ralph Clausen,
Riehle Studios

Four

The Story of the Nativity According to St. Luke

"And Joseph also went up from Galilee out of the City of Nazareth into Judea unto the City of David which is called Bethlehem: (because he was of the house and lineage of David.)

To be taxed with Mary, his espoused wife.

And so it was that while they were there the days were accomplished that she should be delivered.

And she brought forth her first-born Son and wrapped Him in swaddling clothes and laid Him in a manger: because there was no room for them in the inn.

And there were in the same country shepherds abiding in the field keeping watch over their flocks by night.

And, lo, the angel of the Lord came upon them and the glory of the Lord shown round about them and they were sore afraid.

And the angel said unto them, 'Fear not, for behold I bring you good tidings of great joy which shall be to all people.'

'For unto you is born this day in the City of David a Saviour which is Christ the Lord.'

'And this shall be a sign unto you: Ye shall find the Babe wrapped in swaddling clothes and lying in a manger.'

And suddenly there was with the angel a multitude of the heavenly host praising God and saying:

'Glory to God in the highest and on earth peace, good will toward men.'"

THE STREAMLINED RED RIVER

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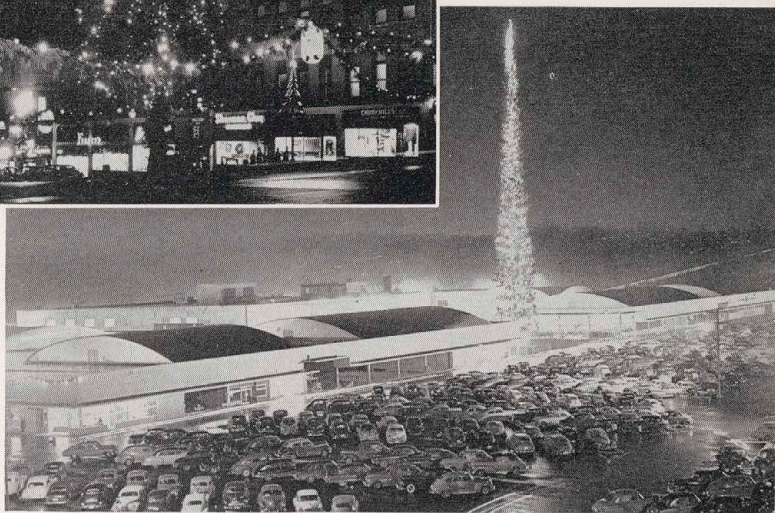
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A 90-foot tree is erected annually in the downtown shopping district of Tacoma, Washington.

Pictured below is what is believed to be the world's tallest Christmas tree—a 212-foot Douglas fir erected in North Seattle in 1950.



Christmas Tree Lore

As the story goes, it all began some 300 years ago on a cold, wintery night in Germany. Martin Luther was strolling through the woods reflecting on the Nativity of the Christ Child. He looked at the starry sky and was deeply impressed with the beauty of the snow-covered evergreens.

Luther cut a small tree and brought it home. With his family he attempted to recreate the scene which had so stirred him in the woods. Cotton placed on the branches represented snow, and lighted candles in the boughs, the stars. Historians believe this experiment was the beginning of our Christmas tree tradition.

Oddly enough, the enemy Hessian

soldiers, fresh from Germany, introduced Christmas trees to the United States during the Revolution. But the custom waxed and waned for 75 years before the idea caught on generally.

Today nearly every American home has a decorated tree at Christmas time, and the fragrance and freshness of the forest is part of the Holiday celebration. The Christmas tree industry is a \$50,000,000-a-year business, with most states which border Canada producing more trees than they can consume.

Some people are troubled by the cutting of Christmas trees, believing it to be wasteful. Actually the prop-

(Concluded on page 6)

Five

Apple Grower of the Year



Honored as 1955's "Apple Grower of the Year" is James C. Kernan of Oroville, Washington.

James C. Kernan, Oroville, Washington, has been chosen as the 1955 "Apple Grower of the Year," by a committee of growers, warehousemen, fieldmen and horticulturists.

Kernan came to Oroville in 1920. His orchard operation now consists of 40 acres of bearing trees near Lake Osyoos, 35 acres of new orchards planted this spring; 30 acres of three-year-old trees and 70 acres of two-year-old trees at Whitestone. In his orchard operation he is associated with his son, J. C. Kernan, Jr.

Apple growers so honored in previous years include Grady Auvil, Orondo, 1954; Grover C. Cook, Monse, 1953; Cecil Keller, Wenatchee, 1952 and Roy Larsen, Leavenworth, 1951.

Mr. and Mrs. Kernan were honored guests at a luncheon sponsored by the Wenatchee Chamber of Commerce, at which time a plaque in recognition of his leadership in the apple industry, excellent horticultural practices and outstanding citizenship was presented to Mr. Kernan.

Sir

TREE LORE—Concluded

er and supervised harvest of trees is good for the forests. It thins the over-crowded forest lands and prevents trees from choking each other to death. Millions of trees are harvested each year from lands that could not produce mature trees.

Nearly every city has some unique Christmas tree. The tree with the largest branch spread is not an evergreen but a 300-year-old live oak at Wilmington, North Carolina. It is decorated with six tons of Spanish moss and thousands of colored lights.

Annually in Tacoma, Washington, a 90-foot tree is erected in the heart of the downtown shopping district. City light crews hoist it into position and string the lights. The tree is visible for many blocks along the five streets which intersect the square.

Both Tacoma and Seattle have unique observances in keeping with their character as active seaport cities. Singing groups cruise the lakes and Puget Sound on decorated Christmas ships singing carols for the enjoyment of residents along the waterfront.

Considered the world's largest Christmas tree was one erected a few years ago at Northgate, a shopping center in North Seattle. This towering fir which came from Natches Forest was 212 feet high and weighed 25 tons. More than 5,000 lights and ornaments were attached before the tree was raised into position, and a helicopter was used to trim the top.

Perhaps the nation's best known tree is the one on the grounds of the White House. The President of the United States lights this tree each Christmas Eve, a program which first began in 1923.

Throughout the nation there will be unique and distinctive ceremonies around Christmas trees this month. But whether the tree be large or small the true significance of the Christmas season will prevail.

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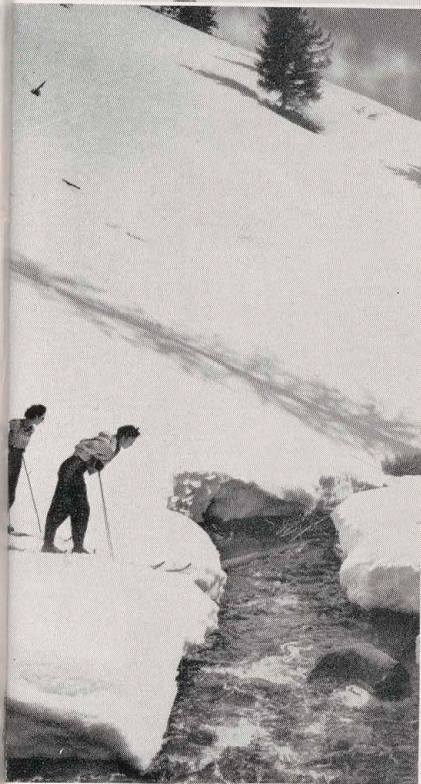
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Lower terminal of the double chair-lift at Hoodoo Bowl near Santiam Summit.



Cross-country couple pauses by a stream in the Tollgate Area near Spout Springs Lodge.

Oregon Winter Round-Up

A full round of activities is scheduled for winter visitors at Oregon's many mountain and coastal resorts.

Coastal accommodations are particularly attractive during the winter months both rate-wise and for selectivity. The majority offer reduced rates and even on weekends a much greater selection is available for visitors who enjoy seeing the Pacific in winter storm and sunshine. Winter beachcombers are apt to find some of the choicest driftwood, agates and sea souvenirs.

The U. S. Forest Service reports that last winter saw a record attendance at Oregon winter sports areas. Oregon visits totaled 331,650 with the Government Camp area leading with 158,450. Improvements at Timberline, Government Camp and other ski areas promise even a larger attendance this season.

(Concluded on page 8)

Seven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

OREGON—Concluded

Following are listed some of the state's popular winter sports areas:

TIMBERLINE LODGE, Mount Hood. Indoor and outdoor recreation includes skiing, community singing, square and modern dancing, shuffleboard, snow-cat trips. Ski facilities include a mile-long chair-lift, recently remodeled, and a new electric double chair-lift on Pucci's Glade, just below the lodge. The lodge operates a ski school in connection and instructor Pepi Gabl from Austria, is rated as one of the best in the world. Snow-cat service takes visitors and skiers to the 10,000 foot level. Many improvements have been made in the lodge itself. The regular winter sports season extends through June, although by snow-cat, skiing is possible the year around.

MOUNT HOOD SKI BOWL, Government Camp. A new ski chalet will have eating facilities, lounge, rest rooms and ski patrol first aid rooms. A high speed double chair-lift has opened up one of the finest slopes in the entire Mount Hood area. The Ski Bowl has recently added uphill ski facilities to take care of the beginner up on to the expert racer. Two chair lifts and several electric tows are scheduled to operate daily throughout the season, December through April.

SKI-WAY, aerial tramway from Government Camp to Timberline, 3.1 miles. Scheduled to run on weekends during the ski season or whenever a minimum of six or more skiers or visitors wish to make the trip.

SPOUT SPRINGS LODGE, northeast of Pendleton. Five tows in operation daily except Monday through April. Lighted night skiing. U. S. Olympic Games ski team aspirants will train here during December on a 60 meter jump. The lodge has undergone extensive remodeling, including addition of a new ski shop

and lounge, and conversion of the men's dormitory into private bunk rooms accommodating two to eight.

HOODOO BOWL, Santiam Summit. Facilities include Forest Service lodge, lunch room and first aid room. One double chair-lift, four rope tows. Lodge has been improved for weekend accommodations, both private rooms and dormitory quarters. Operates weekends, holidays and vacation periods, through April.

SANTIAM LODGE, west of the Hoodoo Bowl area at Santiam Summit. One rope tow. Floodlights for night runs. Restaurant and lodge open Thursdays through Sundays or upon reservation during the ski season December through April.

WILLAMETTE PASS SKI AREA, Cascade Summit. Four tows for beginners, intermediate, advanced and toboggan. Three tows in line for a distance of 2,500 feet plus three miles of ski trails. Snack shack and warming shelter. Ski shop. Ski school has certified instructors.

WARNER CANYON SKI AREA, Fremont National Forest, near Lakeview. Facilities include two 750-foot electric tows in tandem. December through April, weekends only.

HI-DESERT AREA, Malheur National Forest near Burns. Several new trails have been added. Tow operates weekends and holidays during January and February.

Other popular ski areas in Oregon include Multnomah and Summit areas at Mount Hood; Cooper Spur-Tilly Jane on the north slopes of Mount Hood; Starr Ridge south of Canyon City; Mary's Peak near Corvallis; Skyliner's southwest of Bend; Crater Lake National Park; Prospect Area near Union Creek; Taft Mountain in the vicinity of Roseburg, and Van Petten Butte Ski area located east of North Powder.

Eight

THE STREAMLINED INTERNATIONALS

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*Tropical Yule Pageant—
Tiny tots stage a Christmas
pageant at a Honolulu
school, using palms and
greenery brought in from
their sunny playground.*

*Hawaiian Christmas Card—
Mele Kalikimaka, Hawaiian
for "Merry Christmas" is
what these Hawaiian beau-
ties are wishing you.*

*Hawaii Visitors Bureau
photos.*

Christmas in The Islands

No reindeer for Santa in Hawaii! Tugged in tapa-print swim trunks and the fresh orchid leis that greet island visitors, he arrives by sea. And like all other ocean voyagers to winter-time Honolulu, he acquires a sun tan en route.

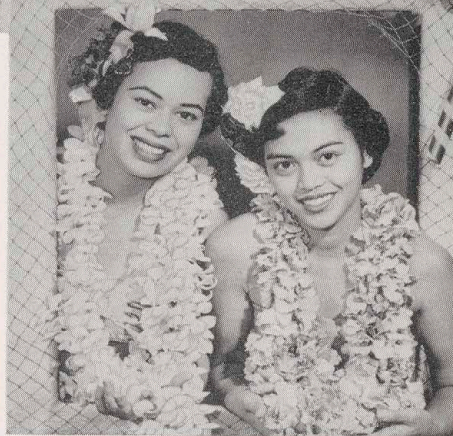
What is more, Santa paddles his own gift-freighted canoe in pageantry of the season. This is a replica of outriggers that carried ancient Polynesians following the calabash star centuries ago.

Similar outriggers lend color to Waikiki beach where tourists speed over the surf hourly with rugged Hawaiian steersmen.

Surfing, catamaran sailing and deep-sea angling are excellent this winter in the Islands. Visiting skin divers vie with natives in spearing everything from butterfly fish to ulua (African pompano).

Many a sportsman lodged in a moderately priced Waikiki house-keeping unit cooks his own catch. Others entrust their finny prizes to hotel chefs who serve them up

Mele Kalikimaka!



Hawaiian, Portuguese, Chinese or Gotham style with equal aplomb.

By way of working up an appetite, golfers tramp palm-fringed fairways at 74° temperature, trade-wind cooled. Flowering hibiscus hedges border the links. Nearby, archers, tennis fans and equestrians make the most of the dry, sunny weather.

Hikers explore sacred Hawaiian falls and grottoes, lava tubes and the

(Concluded on page 10)

Nine

Relief Wheat Moves via GN



Recently loaded at Sidney, Montana, on Great Northern Railway, was a full carload of wheat gathered in Richland County under direction of the All-Lutheran Food Appeal. The car was loaded with 58 tons or more than 1,900 bushels.

Pictured above, left to right, are men who worked on the project. They are Elmer Tombre of Savage; Ingolf Jacobson, Nohly; Rev. Alfred Janse, Sidney; Rev. Henry Erickson, Savage; Nels Back, Sidney; Otis Fencil, Sidney, and Rev. A. E. Setness, Fairview.

HAWAII—Concluded

black sand shores of the Big Island of Hawaii. Some stop the night at a lodge at the rim of the volcano, Kil-auea, and store up legends of fire goddess Pele.

Others ski on the snow-plumed slopes of volcano Mauna Kea. But most vacationers prefer the sunny beaches.

To cap off the Honolulu winter fun, there is always a hukilau, Samoan fishing festival and luau (Polynesian feast). The latter features hours of Hawaiian music and dancing, with all guests sporting rainbow aloha garb acquired for a few dollars on the beach at Waikiki.

Ten

GN Montana Train Schedule Changes

Great Northern passenger train service in Montana, between Great Falls, Helena and Butte, and between Great Falls and Billings, now is operated on a six-day-a-week basis. Sleeping car service between Great Falls and Billings has been terminated.

Under the new schedule a two-car diesel-powered train will make two round trip runs every day except Sunday from Great Falls to Butte via Helena and return, and from Great Falls to Billings. The Billings-to-Great Falls service will be operated daily except Monday.

Consist of the train will be a diesel locomotive, a streamlined passenger coach and a baggage-express car. This equipment will be used for the operation until Great Northern receives next summer a rail diesel car—a single transportation unit combining power with accommodations for passengers and baggage-express.

The train is scheduled to leave Great Falls for Butte at 7:30 AM, arriving in Helena at 9:53 AM, and Butte at 12:10 PM. The return run leaves Butte at 12:50 PM, arriving in Helena at 3:05 PM and Great Falls at 5:30 PM.

The southbound run leaves Great Falls at 7:00 PM, arriving in Billings at 12:15 AM. The northbound trip leaves Billings at 1:00 AM with arrival in Great Falls at 6:15 AM.

Great Northern passenger tickets will be honored on Sundays only on Intermountain and Greyhound buses between Great Falls, Helena and Butte. The same arrangement is effective on Sundays on southbound Greyhound buses between Great Falls and Billings, and on Mondays only on northbound buses between the two cities.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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Obviously pleased with the reception given to Great Northern's Great Dome cars during the recent exhibition tour are C. E. Finley (right), traffic vice president, and P. G. Holmes, passenger traffic manager. The authentic North Pacific Coast Indian costume worn by the model is in complete harmony with the colorful decor of the car's lower lounge.

Great Northern Exhibits New Great Domes

Enthusiastic thousands proclaimed Great Northern's new Great Domes to be the most colorful passenger cars on American rails during a seven-city transcontinental tour that included public exhibitions in St. Paul, Minneapolis, Spokane, Seattle, Portland and Vancouver, British Columbia.

The exhibition tour signalized the completion of delivery of a six million dollar order of 22 coach and full-length Great Dome cars for the streamlined Empire Builder. The exhibition cars were ordered as spare equipment.

With its full complement of Great Dome cars, the Empire Builder, fastest train between Chicago and

Seattle, now boasts the most dome seats for the most scenic miles on the Chicago, Twin Cities, Pacific Northwest run.

Each coach dome carried on the streamlined Empire Builder provides unreserved seats on the upper level for 24 passengers, with reserved seats for 46 below. The full-length domes for Pullman sleeping car passengers accommodate 75 on the upper deck and 35 in the lower lounge.

The striking decorative scheme chosen by Great Northern for both its coach and full-length Great Dome cars was inspired by the brilliant colors and unique design characteristic of the art forms of the Pacific North Coast Indians.

Eleven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



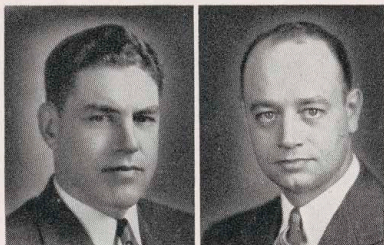
LET JOY RING



OUT TO ALL



West End Appointments



Merklin

Carter



Cutforth

Brestel

Ralph L. Merklin, Great Northern general agent at Klamath Falls, Oregon, has been appointed general agent at Portland.

Succeeding Merklin at Klamath Falls is E. W. Carter, traveling freight agent at Portland. Promoted to Carter's post is John K. Cutforth, city freight agent, with Richard M. Brestel, assistant chief clerk, succeeding Cutforth.

With Great Northern since 1940, when he joined the railway as station clerk at White Rock, B.C., Merklin has been at Klamath Falls since 1954. He previously was traveling freight agent at Portland.

Carter joined the railway as stenographer in Great Northern's New York passenger department in 1940, and held positions in Washington, D. C., and Atlanta, Georgia, before going to Portland as city freight agent in 1948. He has been traveling freight agent there since 1954.

Fourteen

Cutforth has been with Great Northern since 1941, beginning as office boy in the freight department in St. Paul. He has been city freight agent at Portland since 1951.

Brestel came to Great Northern in 1952 as a clerk in the Portland freight traffic office, following four years' service with the Spokane, Portland & Seattle Railway.

Necessity a Pleasure

Vacation time is commonly considered an occasion for pleasure. Thanksgiving and Christmas are more often participated in by family reunions, thus making travel a necessity.

To turn a necessity into a pleasure make your journey to the place of family reunion by rail. If, perchance, you haven't made this means of travel your regular practice, please consider the following suggestions:

Trains run over right of ways that are unobstructed by other means of travel.

The modern train of today offers its patrons every convenience as they travel.

The comfortable adjustable seats, large clear glass windows, and air conditioning make train travel a pleasure.

There is dignity and luxury offered because you travel by train, yet the rates are no higher and often less than to travel by automobile. The dangers and nerve strain are completely eliminated. This is making a pleasure out of your necessity for traveling in order to be present at the family reunion during this holiday season.

P. D. Gerrard
Transportation Agent

The foregoing is reprinted from the "Central Union Reaper", official organ of the Central Union Conference of Seventh-day Adventists.

PROGRESS IS A GREAT NORTHERN HABIT



Goat Gaieties



Will She Catch It

Two executives were in the woods hunting for moose. "I'll sound my new moose-call horn," one said confidently, and did so. "There! That'll bring 'em."

But no moose appeared—instead, dozens of mice came running. The executive who had sounded the horn stared, then uttered an imprecation. "That secretary of mine!" he fumed. "I ordered a moose-call by mail—and she had to make a typographical error."

* * *

Makes a Difference

A tall and stately girl is merely a long, lanky girl with money.

* * *

Poor Pop

A child's question: "If the Lord gives us our daily bread, and Santa Claus brings the Christmas presents, and the stork brings the babies, then what's the use of having Daddy around?"

* * *

Homeward Bound

Policeman (to a gentleman staggering home at 3 a.m.): "Where are you going this time of night?"

"To a lecture."

* * *

Short Story

Then there was the electrician who gave all his friends shorts for Christmas.

A Broad Education

Marriage teaches a man thrift, regularity, abstinence, and many other splendid virtues he wouldn't even need if he stayed single.

* * *

What'll You Have?

The teacher played the Star Spangled Banner and asked her 1st grade class to identify it.

"That's easy," shouted a pupil. "It's what they play on TV just before the fights."

* * *

He Was Thinking

The teacher in a little country school was at the blackboard explaining arithmetic problems, and was delighted to see that the tall, gangling lad, her dullest pupil, was watching intently. Her happy thought was that, at last, he was beginning to understand. So when she had finished she said to him, "You were so interested, Cicero, that I'm certain you want to ask more questions."

"Yas'm," drawled Cicero, "I got one to ask—where do them numbers go when you rub 'em off the board?"

* * *

How's That Again?

Bars are something which, if you go into too many of, you are apt to come out singing a few of, and maybe land behind some of.

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Greenman to St. Paul



Greenman

Waugh

Peret

Robert W. Greenman of Portland, Oregon, has been appointed general agent, passenger department, for Great Northern Railway in St. Paul, Minnesota.

Greenman, who has been traveling passenger agent with headquarters in Portland since 1951, is succeeded there by Bert E. Waugh, city passenger agent. Moving up to Waugh's post is Carrol D. Peret, city ticket agent.

In moving to St. Paul, Greenman returns to the city where he began his railroad career in 1938, as a messenger in the passenger department. Prior to his Portland service he was city passenger agent in San Francisco.

Waugh joined the railway in 1944 as a passenger representative in Spokane. He was appointed Portland city passenger agent in 1949.

Peret's entire service with Great Northern has been in Portland, where he affiliated with the company in 1947 as passenger representative. He was promoted to city ticket agent in 1953.

Shipping Centennial

The centennial of Great Lakes shipping, inspired by the hundredth anniversary of the construction of locks at the Sault has stimulated interest in the history of the lake shipment of iron ore from the great Minnesota mines.

Sixteen

The first ore to go down the lakes and through the locks was carried in wooden sailing ships laden with but a few hundred tons at the most.

The first Minnesota iron ore to move eastward, some 1,427 tons loaded aboard the Hecla on August 18, 1884, was taken from the Vermilion range.

Today, the 710-foot George M. Humphrey, owned by the National Steel Company and operated by the M. A. Hanna Company has the largest capacity of any ore carrier on the lakes.

Near the end of the 1953 shipping season, the Humphrey loaded a record 22,379 tons of ore at Great Northern Railway's docks at Allouez, Wisconsin, the largest iron ore docks in the world.

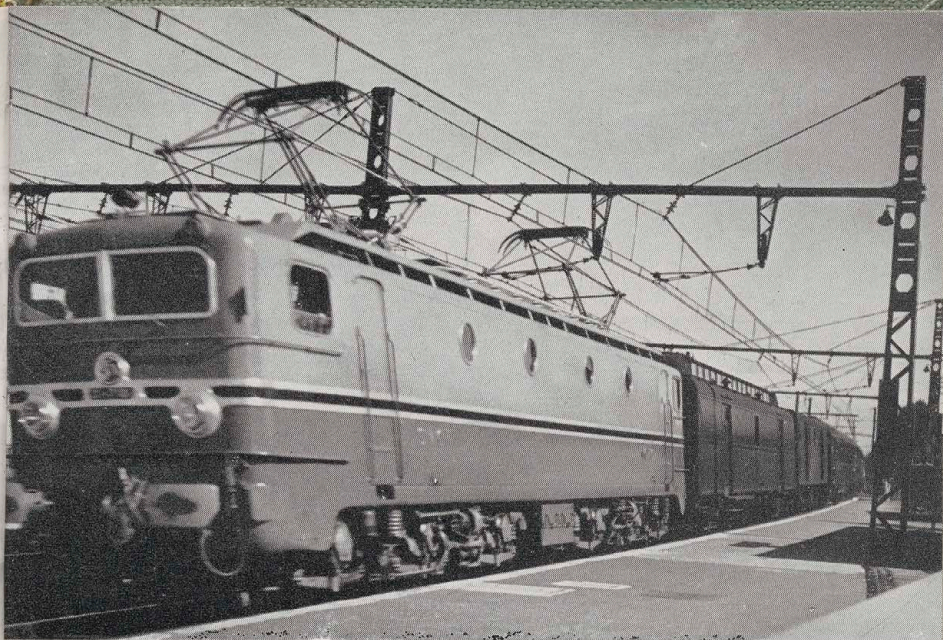
G N Subsidiary Acquires Park Transport Facilities

Stock of the Glacier Park Transport Company, operator of the public transportation facilities in Glacier National Park in Montana and Waterton Lakes National Park in Alberta, Canada, has been acquired by the Glacier Park Company, a Great Northern subsidiary. The hotels division of the Glacier Park Company operates hotels, motels, camps, stores and certain boat services in the two parks.

Involved in the transaction were a fleet of 50 buses, automobiles, trucks, taxi services in connection with Prince of Wales Hotel, dormitories, garages and repair shops.

The stock was purchased from Howard H. Hays of Riverside, California, and associates.

The Glacier Park Transport Company will continue operations under the general managership of Fred A. Noble, who has been identified with park transportation since 1927.



Modern electric (pictured) and diesel locomotives are rapidly replacing the once standard steam variety on the French National Railroads.

Railroading in France

In September 1944, France had no railroad system left. Her rail centers had been pulverized by bombs: 2,600 bridges, 70 tunnels, 82 per cent of her locomotives, 80 per cent of the passenger cars and 64 per cent of the freight cars had been destroyed. Reconstruction of the French National Railroads represents one of the world's most outstanding achievements.

Today, French trains powered by diesel, electric and steam locomotives are the fastest and most punctual in Europe. Scientific maintenance, a most modern signaling system, the recording of signals in every locomotive, and electric interlocking towers make the French Railroads the country's safest means of transportation.

Less than a month after speed tests on the French National Rail-

roads established a world's speed record of 207 miles per hour earlier this year, a train devoid of crew or passengers rolled down the tracks on the Paris-LeMans main line between the villages of Connerre and La Ferte-Berhard. Its smooth start, top running speed of 74.4 miles per hour, braking and final halt were all accomplished without the direct intervention of any human being.

Paralleling the run of the robot train was a diesel railcar with government rail officials on board. Operating instructions were radioed to a substation and thence relayed to the robot train. Only two types of orders were given by radio to the test train: one to control the amount of current and the second to operate the brakes.

Officials described the robot train's

(Concluded on page 18)

Seventeen

Use Christmas Seals



With those gay holiday Christmas Seals you give the precious gift of hope and health and have it returned to you many times over.

While Christmas Seals have done a bigger job each year, and while there is real progress against the insidious enemy, tuberculosis, TB still stands unconquered with approximately 100,000 new cases being reported annually in the United States.

Each person who has the disease must be found, treated and helped to keep well, so he will not break down again. Your seals make this possible through tuberculin testing programs, X-ray services, and follow-up nurses for children who have had TB. Christmas Seals safeguard good health through education and by supporting medical research which is constantly hunting for the secret of the TB germ and for better ways of treatment.

Each Christmas Seal you buy is a gift of hope and health that will narrow the gap between what could be done and what will be done to win the battle against tuberculosis.

FRENCH RR's—Concluded

spectacular run as a preliminary to further tests of new electronic equipment capable of profoundly modifying signalization while increasing the safety and productivity of French rail transportation. Passengers will someday reap the benefits of these experiments in the form of increased security thanks to the development of more automatic and foolproof signaling devices.

Eighteen

Christmas

While shepherds watch'd their flocks
by night,

All seated on the ground,
The angel of the Lord came down,
And glory shone around.

"Fear Not," said he (for mighty
dread

Had seized their troubled mind);
"Glad tidings of great joy I bring
To you and all mankind.

"To you, in David's town, this day
Is born of David's line
The Saviour who is Christ the Lord;
And this shall be the sign:

"The heavenly Babe you there shall
find

To human view display'd,
All meanly wrapt in swathing bands,
And in a manger laid."

Thus spake the Seraph: and forth-
with

Appear'd a shining throng
Of angels, praising God, and thus
Address'd their joyful song:

"All glory be to God on high,
And to the earth be peace;
Good-will henceforth from heaven
to men
Begin, and never cease!"

Nahum Tate

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Ahwahnee Hotel in Yosemite National Park. Here is served annually on December 25, the famed Bracebridge Christmas dinner.

Old English Christmas at Yosemite

"Be seated all. I bid ye hail to Bracebridge Hall."

With these words Squire Bracebridge welcomes guests to the annual Bracebridge Dinner at Ahwahnee Hotel in Yosemite Valley—a celebration that faithfully revives the scene and customs of the thirteenth century Christmas dinner in Old England as described in Washington Irving's Sketch Book. Immaculate in his embroidered silk coat, white knee breeches and hose, silver buckled shoes and powdered wig, the Squire makes an impressive appearance as he stands behind the baronial banquet table.

Outside the ground is blanketed in snow, for it is Christmas night. The trees are weighted down by

their soft, clinging burdens; the falls are draped with icicles; broad white meadows are unbroken save for the tracks of browsing deer; Half Dome, El Capitan, Sentinel Rock and other massive granite promontories wear their ermine wraps with regal grace.

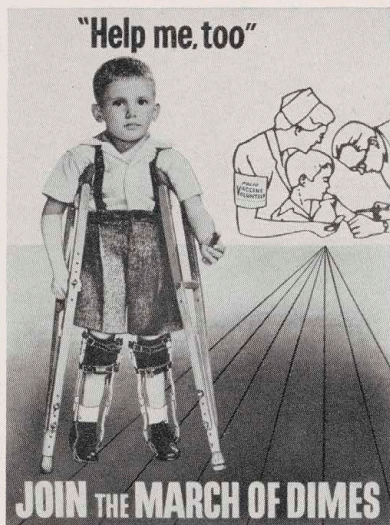
Within there is an air of electric expectancy, and a spirit of gaiety and good fellowship as guests sit down to enjoy an Old English Christmas dinner with all its attendant ceremony.

All day long the hotel is a hubbub of activity. Guests awake early to the sound of Carols. After breakfast, they set out for a day of fun in the snow; some to the skating rink, some to the ski slopes at Badger Pass.

(Concluded on page 20)

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



YOSEMITE—Concluded

Many are content to relax in quiet enjoyment. And the Bracebridge Dinner is on every tongue.

At long last, the festivities begin. The Ahwahnee dining room has been transformed into a mediaeval baronial hall, its ceiling hidden in wreaths. Tiny red tapers glow on each table. A glance at the menu gives an inkling of what is in store—a feast to satisfy the most confirmed gourmet.

The main table, set on a dais, is decorated with fruits, gleaming silver and crystal. Here the Squire and his friends, all in costume, make their repast. Behind is a long buffet loaded down with pumpkins, apples, oranges and game. "Bracebridge Hall" is filled to overflowing with holiday-minded guests.

In solemn voice, His Reverence, The Parson, addresses the gathering. Then follow the Four Presentations, each announced in ritual. These presentations are the main courses,

Twenty

brought in and presented to the Squire for his approval before guests can be served.

Preceded by a male chorus, four servitors make their entrance, supporting on a litter the great Fish; then there comes, with right merry song, the mighty Boar's Head and the Baron of Beef. Thereupon, with the retainers chanting an old melody, the Majestic Peacock Pie is brought in. Finally, the lackeys come into the Hall with lusty song, bearing aloft the Flaming Wassail Bowl and the huge Plum Pudding. Between courses the Jester entertains with quips and pantomime in the manner of old.

Suddenly, red flares move through the darkness outside, passing the window so all can see, and in streams a strange procession—the "waits"—bearing their ancient symbol, the jawbones of the horse. They are neighbors come to pay their respects. Finally it is time for the departure of the Squire and his friends who bow and wish one and all a Merry Christmas as they leave.

Guests follow to gather on the hotel terrace for the glorious spectacle of the Firefall as it cascades down from Glacier Point in a fiery torrent visible for miles. The silence that ensues is broken by the strains of music as the orchestra strikes up and everyone joins in the dancing.

Yates to Head Trade Fair

Donald H. Yates has been elected president of the Washington State International Trade Fair. The 1956 fair will be held in Seattle May 4 through 13, 1956.

Yates, a partner in the property-management firm of Yates, Riley & MacDonald, is a former president of the Seattle Chamber of Commerce. He succeeds Griffith Way.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1955, are: Thomas J. Burnett, waybill clerk, St. Paul, Minn.; Benjamin E. Bymark, engineer, Minneapolis, Minn.; Joseph O. Boissoneau, carman, Spokane, Wash.; Jesse Bigby, conductor, Kelly Lake, Minn.; Albert W. Callon, boilermaker, Willmar, Minn.; Irving Eggleston, conductor, Willmar, Minn.; Nels Hagen, B & B foreman, Crookston, Minn.; Paul F. Keating, conductor, St. Paul, Minn.; Harvey R. Miller, draftsman, St. Paul, Minn.; John E. Meitzel, conductor, Minneapolis, Minn.; Felix J. O'Neill, engineer, St. Paul, Minn.; Philip Pitman, plating room foreman, St. Paul, Minn.; Joseph Ryan, blacksmith, St. Paul, Minn.

Members reported pensioned during November, 1955, are: Edward M. Boyles, conductor, Minot, N. D.; Alfred E. Carlson, telegrapher, Crookston, Minn.; Coleman J. Connolly, engineer, St. Paul, Minn.; John A. Farmer, joint train baggage man and express messenger, St. Paul, Minn.; Millie J. Gehrman, upholsterer, St. Paul, Minn.; Charles L. Gaugler, engineer, Burbank, Calif.; Louis E. Hunt, engineer, Grand Forks, N. D.; Arthur L. Johnston, assistant passenger traffic manager, St. Paul, Minn.; Harry J. Lans-

ing, engineer, Minot, N. D.; Ray I. Noyes, conductor, Great Falls, Mont.; Olaf W. Plaisted, brakeman, Breckenridge, Minn.; Thomas H. Sanborn, yardmaster, Breckenridge, Minn.; Chris Severson, section foreman, Bruno, Minn.; Clyde A. Summers, engineer, Williston, N. D.; Earl E. Thompson, assistant superintendent of communications, St. Paul, Minn.

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Effective December 4, 1955, telephone number of Great Northern's Minneapolis, Minnesota, city ticket office will be Federal 3-1267, and that of the general freight agent, Federal 2-4517.

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The 1956 Puyallup Valley Daffodil Festival will be held April 9 through 15, with the street parade scheduled on April 14.

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Effective January 1, 1955, address of Great Northern Railway's Cincinnati, Ohio, traffic office will be 1008 Tri-State Building, Cincinnati, 2.

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With more than 35 years of Great Northern service, assistant general auditor W. M. Burn of St. Paul, retired on November 1.

Twenty-one

Christmas Out-Of-Doors in Southern California

Christmas in Southern California is an out-of-doors spectacle in the most authentic setting found in the United States.

In the same latitude as the Holy Land, and with a subtropical landscape closely resembling the birthplace of Christianity, Southern California celebrates Christmas in the same climate and atmosphere that greeted the Three Wise Men.

Modern technology and the genius of Hollywood set designers have added spectacular color to this scene until Southern California's outdoor Christmas has become a major visitor attraction.

Along Wilshire Boulevard's "Miracle Mile," the carols of many nations fill the air as music plays constantly through loud speakers placed in giant Christmas trees decorated with more than 40,000 ornaments and lights.

Movie and TV stars compete for honors in Beverly Hills, where nearly every home or mansion is alive with color and outdoor Christmas sets.

In Altadena, a pleasant foothill community back of Pasadena, more than 10,000 colored lights decorate a mile of tall Himalayan Deodar Cedars, providing so much illumination that motorists turn their car lights off when they drive down the famous Christmas Tree Lane.

Hollywood's Santa Claus Lane features a nightly parade up glittering Hollywood Boulevard. Santa rides through the town on a \$25,000 sleigh, surrounded by movie and television stars.

In Orange County, south of Los Angeles, there are 40 miles of Christmas shrines. Communities along the Pacific compete for prizes with mass

displays and individual home decorations.

Fullerton stages a Christmas pageant in Hillcrest Park, re-enacting events of the Nativity.

Olvera Street's "Las Posadas" also re-enacts the pathetic search for lodging. This picturesque Mexican observance held in the quaint Mexican market place in the heart of Los Angeles, features a candlelight procession going from door-to-door each night. Finally, on Christmas Eve, the procession is admitted to the Old Plaza Mission.

Long Beach features a long parade of decorated yachts and launches through the canals of Naples, a nautical community facing on Alamitos Bay.

Calexico holds claim to the only international Christmas parade. This border town sponsors a kiddies' parade that begins in the United States, crosses over into the Mexican city of Mexicali, then returns over the friendly border.

Van Nuys borrows from the skills of its many movie and TV set designers who live there for aid in its annual Bethlehem Star Parade.

In Ontario, three miles of Pepper Trees are ablaze with colored lights. The trees form a lovely double drive from the mountains down to the heart of the business district.

Other communities throughout the area also feature outstanding displays, from the old Spanish Mission in Santa Barbara to the Mexican border below San Diego.

The glittering peak of majestic Mount Hood in Oregon, towers above snow-mantled Timberline Lodge, famed year 'round resort. Photo-Art photo.



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PROGRESS IS A GREAT NORTHERN HABIT

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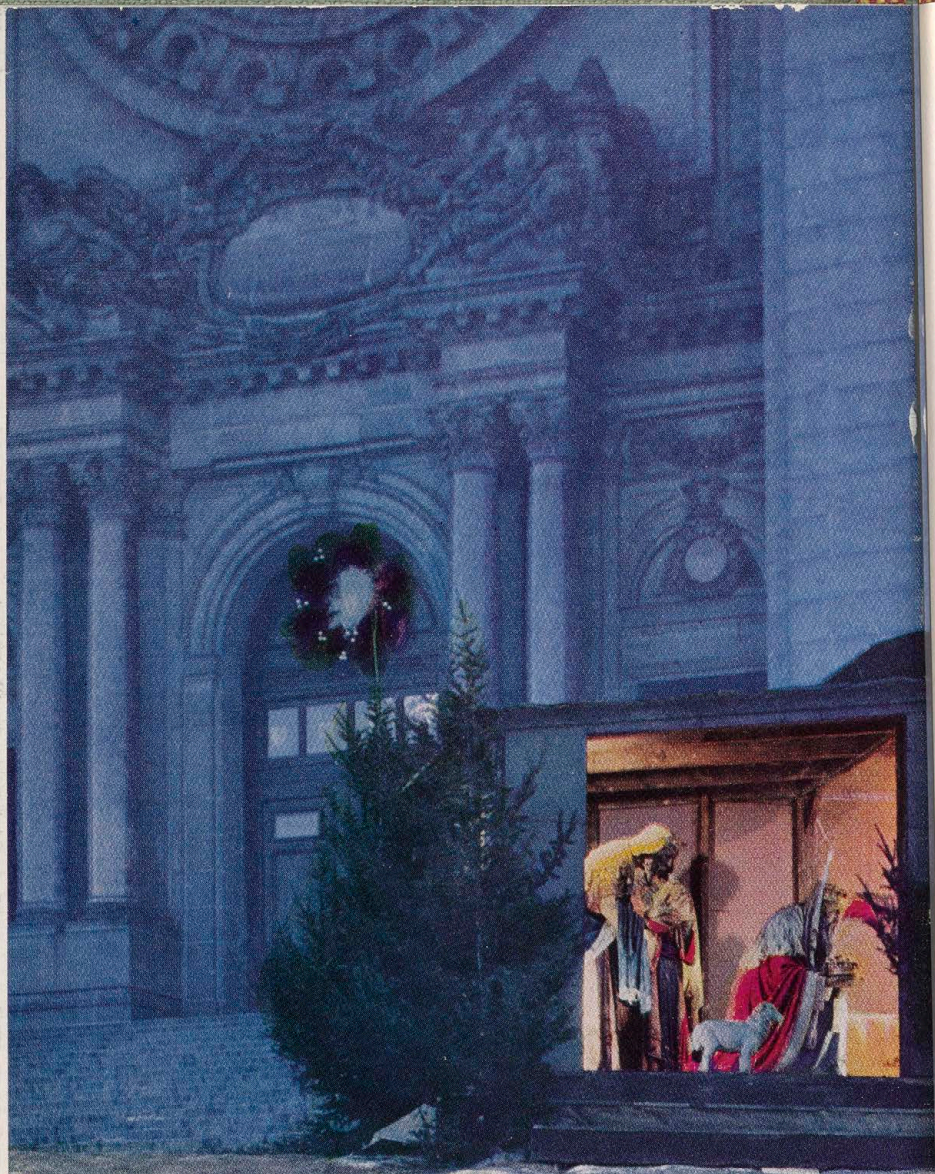
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