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THE GREAT NORTHERN GOAT

Vol. 26 No. 1-12

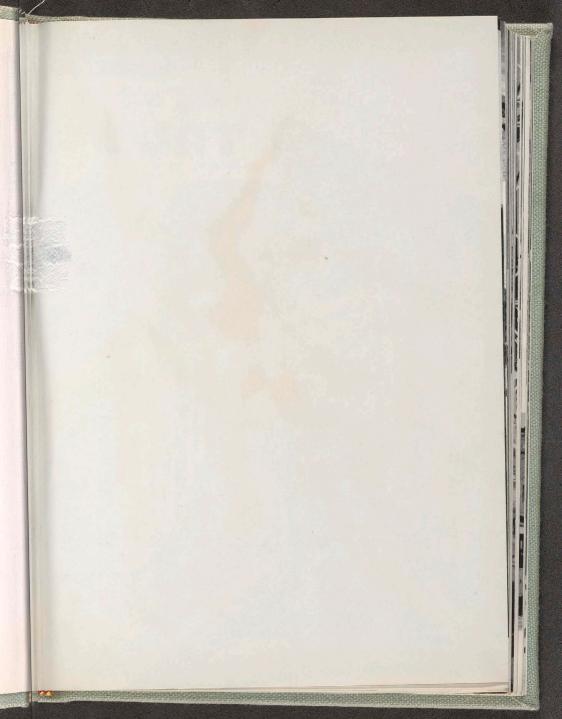
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Great Northern Railway Company Records

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Advertising & Publicity



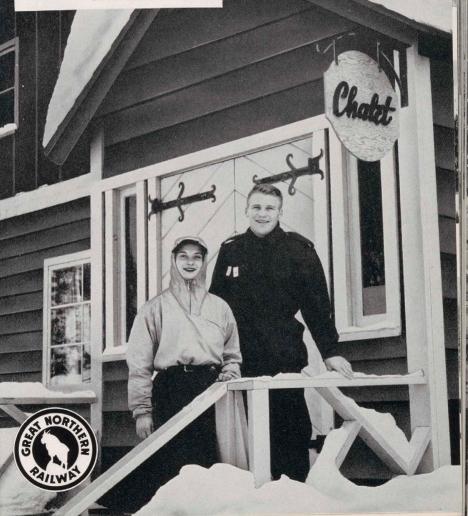




The Great Morthern

GOAT

JANUARY 1956





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Expansion programs are under close study at Whitefish, Montana, home of the nationally-known and amazingly popular The Big Mountain winter sports center.

Use of The Big Mountain's excellent facilities has increased greatly during the last few years—so much that officials of Winter Sports, Incorporated, the operators, are eyeing avenues of expansion. The "complete" winter sports center is located on Great Northern Railway's main transcontinental line and operates seven days a week.

Crews of Winter Sports, Incorporated, under general manager Ed Schenck this past fall completed a number of improvements designed to add to the comfort of the skier and his family. Little had to be done to the ski slopes of The Big Mountain itself, save for regular fall brushing projects and manicuring the slope for safer use.

Added to the Northern Rocky Chalet, which was acquired by Winter Sports, Incorporated in 1954, was a sun porch that spans the entire rear length of the four-story building. The porch connects to the sun deck outside the "Ptarmigan Room" club, both of which were 1954 additions. During the summer and fall season last year, both decks were used to great advantage by operators of the Chalet in entertaining dinner guests.

Fire escapes have been added for the safety of Chalet guests and additional room and bath space was created on the third floor. New managers of the Chalet are Norm and Carolee Kurtz of Seattle, who are well known in Inland Empire ski circles, and who "fell in love" with The Big Mountain layout.

Skiers who prefer to "rough it" with more modest but comfortable (Concluded on page 6)



Northern Rocky Chalet shown above, and Big Mountain Lodge provide a variety of comfortable accommodations.



The Big Mountain offers more than eight miles of trail skiing on terrain of both easy and challenging pitch.



The jumping hill at The Big Mountain. Use of the area's excellent facilities has increased greatly during the last few years.

The Great Northern

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

January, 1956

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



Welcome to Northern Rocky Chalet, headquarters for fun at The Big Mountain winter sports

No. 1

Montana. Lacy photo

Your Railroads

The American railroads with their 221,000 miles of line reaching into every state and nearly every county in the nation from coast to coast, comprise the world's biggest testing ground.

Every foot of this immense railway system is available to try out, under test conditions, new ways of construction, new types of equipment, new methods of railroad operation.

In recent years, research and testing have added substantially to the service life of rail. They have more than doubled the life of crossties and have made track stronger smoother.

But track improvement is just one result of the year-in-year-out railroad research and testing which have brought about such modern marvels as centralized traffic control, pushbutton freight vards, air-conditioning of passenger cars, better trains with more efficient locomotives and better brakes to control them. Because of hundreds of other improvements it is now possible for the average freight train to do three times as much work in an hour as it did in 1921, following World War I.

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Everybody has benefited from improvements resulting from research. Although railroad wage rates, fuel prices, material prices, and taxes have all more than doubled, the average amount shippers pay the railroads for hauling a ton of freight one mile is less than 50 per cent higher than it was in 1921. And the average amount charged per mile of travel is actually lower today than it was then.

Four

Vol. 26



GN Builds Streamlined Caboose

They've streamlined the little red caboose!

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Shown above is the X310, an experimental model caboose recently completed at the St. Cloud, Minnesota, car shops of Great Northern Railway and now in mainline freight service.

Streamlining of the classic cupola profile, however, is a relatively minor innovation. Basic experimental features are in construction and mechanical operation.

The steel sheets that form the outer sheathing of the X310 have been flanged inward to serve as structural members of the car sides, making possible the elimination of separate section posts.

Another innovation is the use of a

positive drive on one of the axles to actuate the generator which provides electricity for lighting. The generator itself is located inside the car for easy maintenance.

Of standard 30-foot length, the caboose has a riveted steel roof, sheet metal lockers and cabinets, an oilburning stove for heat, and shatterproof Thermopane windows. Like all road cabooses on the Great Northern it is radio-equipped.

Side windows in the streamlined cupola are the same drop sash found in the cabs of Great Northern's diesel locomotives. And like passengers on Great Northern streamliners, occupants of this primordial "dome" enjoy the view from foam rubbercushioned seats.

Five

Winter Carnival Princess



Princess Rosemary

Brown-haired, brown-eyed Rosemary Petersen, clerk in Great Northern's Auditor of Freight Receipts office in St. Paul, is the railway's Winter Carnival Princess for 1956.

During the St. Paul Winter Carnival, January 27 through February 5, she will compete with princesses representing other St. Paul firms and organizations to rule as Queen of the Snows.

Princess Rosemary is the daughter of Alfred P. Petersen, GN Traveling Auditor.

SKIING—concluded

accommodations can find them in the adjacent Big Mountain Lodge, managed by Mr. and Mrs. Harley Hartson. Space for sleeping bags is offered here at nominal rates. Good food served in fine fashion is the

rule at both the Chalet and Lodge. Refreshments also are available.

Winter Sports, Incorporated enjoys excellent cooperation with the Flathead county commissioner group, which maintains the eight miles of road connecting the ski area to Whitefish proper. The fact that the ski slope annually gets nearly 100 inches of good sports snow does not keep maintenance crews from clearing the road on time.

Austrian-born Toni Matt, a highly regarded figure in international ski competitions, again is in charge of The Big Mountain ski school which is in its current ninth year.

Regular features of the area, including "Learn to Ski" weeks in January and April with special rates, are again on The Big Mountain activity calendar this year. The slope itself, with many trails, offers more than eight miles of trail skiing on terrain of both easy and challenging pitch.

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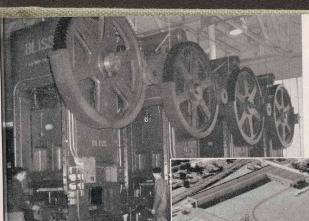
YO

Guests arriving at Whitefish by Great Northern Railway will be met at the station and transported by car directly to The Big Mountain.

LET HIM TAKE DOWN THE UMBRELLA



Six



Left: Accurately spaced holes are punched into cartridge casing blanks as they pass through these four heavy presses. The perforated casings are reusable in 105 and 106 mm. recoilless rifles.



Industrial Progress Along the Great Northern

When asked, "What brought defense industry to Sedro-Woolley?" the people of the community of 3,600 residents in northwestern Washington have a ready answer.

"We wanted it here and did what it took to get it," they'll say. But they also mean that they had unusual confidence in the Skagit Steel & Iron Works.

Two hundred of Sedro-Woolley's people are daily engaged in making cartridge cases for the U. S. Army's 105 and 106 millimeter recoilless rifles in Skagit Steel's new ordnance plant under contract with the U. S. Army Ordnance Corps. Their earnings represent an additional \$700,000 annual payroll for the town. Almost 300 men are employed in Skagit's "old" manufacturing plant.

Long before Skagit Steel obtained a contract to fabricate the cartridge cases the people of Sedro-Woolley had recognized it as their key local industry. Skagit Steel had grown from the Sedro-Woolley Blacksmith Shop in 1901 to the top in logging machinery manufacture. Its president, S. S. McIntyre, had spearheaded the internal combustion age in log handling with the invention of the original gasoline powered donkey engine for use in Northwest woods. With its own foundry, the first north of Seattle, Skagit Steel was ready to fill machinery contracts on an expanding scale during World War II and in greater volume for the Korean conflict.

When Skagit Steel officials obtained the Army Ordnance cartridge case contract in 1953 they began looking for a site. They ruled out hopes of expanding their present plant because of property costs and looked at many promising locations, some

(Concluded on page 8)

Seven

Year End Elections



Tierney

Throop Mc

McNamee

Joseph L. Tierney, Great Northern Railway New England Passenger Agent has been elected president of the Boston Passenger Club for the 1956 season. Named to serve with him are Walter S. Mitchell, NEPA, Furness Withy & Co., Ltd., vice president, and William J. Fillingim, UP, secretary-treasurer.

Newly elected officers of the Chicago Passenger Club are Willard L. Throop, PR, PRR, president; R. T. Lynott, CPA, GT-CN, first vice president; Alfred E. Larson, PTM, Container Corp., second vice president, and Casey Haux, DPR, Frisco, secretary-treasurer.

Ed C. McNamee, DPA, Wabash, is the new president of the Passenger Traffic Club of Memphis. Eli King, TC, Frisco, is vice president; George Ruff, TPA, N&W, is secretarytreasurer.

President of the Arkansas Passenger and Freight Association is Hughey T. Abbott of St. Louis, TPA, SF. Vice president is Harold M. Braswell of Crossett, Ark., VP&TM, AD&N Ry. Ed C. McNamee of Memphis, DPA, Wabash, was named sergeant at arms, and J. E. Rose of Little Rock, DPA, IC, was again reelected secretary-treasurer.

INDUSTRIAL PROGRESS concluded

more than 30 miles away. But when alarmed community leaders heard about it they went to work on a stimulated local drive. These local leaders obtained options from 20 homeowners to sell to their neighbor, Skagit Steel. Some took other ground in trade and their homes were moved. The \$75,000 cost was underwritten by a subscription drive for the original purchase of the property which then was re-sold to Skagit Steel. The Great Northern Railway sold its spur track right of way and trackage so that the company could have its own railroad between the old and new operations.

To aid in construction of the new plant local leaders arranged for a sale of \$300,000 in 10-year, five per cent debentures, which the company backed with a mortgage on the new site and plant. The federal government had agreed to spend \$2,500,000 for machinery if Skagit Steel provided the site, built and operated the plant.

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Cartridge cases now pass in a steady line through the thunderous steps from sheet steel and forging billets to completed article. Hundreds of accurately spaced small holes are punched into casing blanks before they are shaped into cylindrical form. The case bases are forged and milled along a connecting production line and brought together with the welded cylinders at a furnace where the two parts are brazed together. The cases are then reshaped by precision dies to correct processing distortion, tempered, machined and varnished.

The ordnance plant building is of expandable construction to provide for the future. The site purchase the people of Sedro-Woolley underwrote also provided land for the growth of the "old" foundry and fabricating plant. They expect to send cartridge casings and logging, hoisting and marine deck machinery to the nation in such volume that the curious won't long ask, "What's an industry like this doing in Sedro-Woolley?"

Eight



A streamlined "schoolhouse on rails"—an ultra-modern rules instruction car, soon will embark on a three-and-one-half-month tour of the entire Great Northern system, during which time some 9,000 transportation employes will board the traveling classroom for their biennial examination on railroad operating rules.

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Designed especially for rules instruction of employes, the car was built at Great Northern's Jackson Street shops in St. Paul.

The main section of the 82-foot car is a theatre-type auditorium seating 60 persons. Dominating the platform end of the auditorium is a push button signal panel board on which the examiner can display all of the various signal indications found in railway operations. The auditorium is also equipped with an opaque projector and screen for showing train orders.

The car's public address system has 11 individual microphones—one on the speaker's platform and 10

spotted throughout the auditorium to facilitate group discussion. A separate tape recorder also can be linked with the PA system.

At the forward end of the car is a stateroom with complete office and living quarters for the crew of rules examiners. Included are sleeping, cooking, refrigeration, shower and toilet facilities. Also found in the stateroom is a two-way train radio, through which the crew can communicate with other trains in the area and with wayside stations.

The new rules car is the second specially designed instruction car launched by Great Northern in the past two years. A similar car was built for the railway's safety department in 1953. Both units are self-sufficient, carrying their own heating, air conditioning and electric lighting plants, permitting their independent operation at any point along the railway.

Nine







Great Northern advisers to Treeko Junior Achievement Company are, it taight: ch clerk, Glacier Park Company accounts R. A. McMahon, finance adviser omnibil age T. H. Green, sales adviser; chief clerk, Insurance Bureau M. M. Smilant busines advise air brake foreman R. Nord, production adviser.

JUNIOR ACHIEVEMENT WEEK January 29 through February 4, 1956

Facilities of Junior Achievement throughout the nation have been expanded considerably during the past year because of increased interest on the part of business firms and other organizations that underwrite the program. More teen-agers than ever now may take advantage of the opportunity to secure at no cost to them, a practical basic business education and a first-hand knowledge of

what makes the wheels turn in the American economy.

Junior Achievement is free schooling, with no books to purchase or tuition to pay. In cities and towns where the program is in operation, high school students make application at the school they attend, and, provided there is room, they will be registered with a group operating a

(Concluded on page 12)

Power equipment is used extensively in J. A. operations. Here, plywood is trimmed to size.

Application of decorative decals is the final step in manufacture of Handy Holder.





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Holmquist Appointed



Holmquist

Appointed to the newly-created position of director of specialized services for Great Northern Railway is Harold H. Holmquist.

With Great Northern since 1942 when he joined the oper-

ating department as assistant to the division roadmaster at Great Falls, Montana, Holmquist has most recently been special assistant in the office of the operating vice president.

In his new capacity, Holmquist is attached to the operating department but works directly with all departments of the railway rendering service to the traveling and shipping public.

A native Minnesotan, Holmquist is a graduate of Gustavus Adolphus College. He took his post-graduate work in transportation at Yale University.

JUNIOR ACHIEVEMENT concluded

miniature company in the field of their choice. The free schooling is provided in two-hour sessions, one evening a week for a full school year period.

Each miniature Junior Achievement company is comprised of approximately 20 Achievers who form the company, sell capital stock, open a bank account, decide on a product or service, purchase raw materials, produce and sell the product, maintain a payroll, and finally, at the close of the year, liquidate the company through redemption of the stock. Any profits are disbursed in the form of dividends and bonuses.

Experienced advisers assigned by the sponsoring firms, instruct the young people in the proper procedures, then let them operate their individual companies solely by themselves. The advisers remain on hand to assist when special problems arise or when difficulties may occur. Also during the year, there are the usual functions similar to conventions and business meetings. Chaperons teach the procedures at such functions.

The list of awards, scholarships and prizes awarded annually to Junior Achievers by individuals, corporations and trade unions is imposing and steadily growing. For the present year, the total value runs into many thousands of dollars.

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The benefits of Junior Achievement are many. Each Achiever receives sound advice as to the proper, efficient operation of a business company: the responsibility of the officers of the company to its stockholders; amount of fair labor pay; what constitutes a fair return on invested capital, and a thorough appreciation and sympathy with America's private enterprise economy. Achiever learns how to handle himself at business and social functions so that he may gain the respect of and be a credit to his community.

At the close of each school year in each community where Junior Achievement facilities exist are held banquets at which awards and scholarships are presented to outstanding Achievers. In attendance are prominent business, labor and community leaders who extend their congratulations and counsel.

The miniature company sponsored during the present school year in St. Paul, Minnesota, by Great Northern Railway is the Treeko Company, whose product is a "Handy Holder", a particularly practical and decorative device. Sturdily constructed of plywood and a spring-type clothespin, the Handy Holder serves equally well in numerous applications around the home and office.

Twelve



Kept 'Em Busy

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A man chanced upon a large number of copies of a long, incredibly dull book which contained no index. Since they were cheap, he bought them up and mailed them anonymously to his friends, with this comment: "I think you will find this book interesting, especially the references to you, which, I hope, you will not consider offensive."

New Twist

The traveling salesman ran out of gas on a lonely road and asked at the only house in sight, "Can you put me up for the night?"

"I reckon so," replied the farmer, "if you don't mind sharing a room with my young son."

"Good heavens," gasped the traveling man, "I'm in the wrong joke."

Matter of Taste

He ordered a martini with gin at a ratio of 27 to one of vermouth. "O.K." said the bartender. "And a twist of lemon peel?"

To which the fella snarled, "When I want a lemonade I'll ask for it."

Five on the Black

A modern girl is one who sticks to the spinning wheel—until her chips give out.

In The Halls of Ivy

The circuit rider was asking the hillbilly girl if he could speak to her father.

"Naw, sir," said the girl, "Daddy's in the pen."

"Well, then," said the minister, "what about your mother?"

"Mamma's in the county sanatarium," said the girl, "she was seein' things."

"Perhaps I could speak to your brother," said the minister.

"Naw," said the girl, "he's away at medical school."

"Oh," said the minister, brightening. "That's fine; what is he studying?"

"He ain't studying nothin'," said the girl, "they're studying him."

Be Yourself

Two ducks walking; one says to the other, "Oh, quit trying to walk like a woman wearing slacks."

Swing It, Paw

Wife: "Waltz a little faster, dear, they're playing a rhumba."

Often The Case

Bored is what people drink to overcome being—then they wind up being as stiff as a.

Thirteen

N.D. Boy Saves Train



Left to right: R. W. Downing, Minot division superintendent, and C. O. Hooker, manager lines east, present bicycle, bond and letter of commendation to Kenneth Thorne.

On a December afternoon as the eastbound Fast Mail, Great Northern train No. 28, thundered by the Sutton, North Dakota, home of Mrs. Edwin Thorne, Mrs. Thorne and her 10 year old son Kenneth noted that the familiar rhythmic clickety-clack of wheels on rails was punctuated by a discordant off beat. The lad decided to investigate, and in walking the track spotted an eight-inch length of steel broken from a rail.

He raced a quarter of a mile down the track to a siding where brakeman Joseph Lordemann was inspecting a freight train. Told about the discovery, the brakeman telephoned the dispatcher at Minot to stop the westbound Fast Mail, train 27, at Hannaford, 14 miles east of Sutton.

But the fast train had just cleared Hannaford when operator Dean Jensen got the message.

Quickly, Jensen turned to his twoway radio and contacted engineer Harry Jones who was at the throttle of the Fast Mail. Jones brought his speeding train to a safe stop in time to avert what might have been a serious accident.

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MALE.

A few days before Christmas, the westbound Fast Mail made an unscheduled stop at Sutton. Kenneth, his mother and his seven year old sister Peggy were invited aboard the business car of C. O. Hooker, manager of GN lines east of Williston. On behalf of the railway, Mr. Hooker presented Kenneth with a \$100 savings bond and read a personal letter of commendation from Great Northern president John M. Budd. Then, Minot Division superintendent R. W. Downing, brought out from the corridor where it had been hidden, a shiny red streamlined bicycle, a token of appreciation from the officials of his division, in whose operating territory the incident had occurred.

A. D. Sturley Retires



Sturley

Arthur D. Sturley, veteran Great Northern Railway purchasing agent, ended 49 years of railroading in St. Paul with retirement on December 31. Succeeding him is Millard E. Gieske, former assistant

to the purchasing agent. Harold R. Breed, commissary buyer, succeeds Gieske, with John L. Baldwin, chief clerk, moving up to Breed's spot.

Sturley's long career with Great Northern began in 1906, when he joined the railway's purchasing department as a clerk. He has been purchasing agent since 1954.

Gieske's entire 32-year service with Great Northern also has been at St. Paul, where he began in 1923 as an office boy in the engineering department.

Fourteen

Towering Battle Creek Park slide, site of the 1956 Winter Carnival ski meet.

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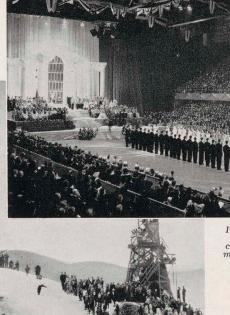
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Impressive ceremonies in the
civic auditorium
mark the coronation of the
Queen of the
Snows.

High Carnival Time in Saint Paul

According to a time-encrusted legend, King Boreas, fun-loving custodian of the North Wind, marshals his forces about this time each year in his capital city of St. Paul, and issues a decree calling for a period of "High Carnival", ten fabulous days and nights of fun and frolic.

This season, traditional events stemming from the days of the first Winter Carnivals in 1886 and 1887 are planned to take their place in the Carnival program alongside modern innovations. Dates for the 1956 festival are January 27 through February 5 with the theme, "Showland of Snowland".

Coronation of King Boreas XX and the nation's largest square dance

festival open the floodgates to revelry on Friday night, January 27. In rapid succession such attractions as the Grande Parade, National Majorette Contest, National Speed Skating Championships, WCCO Winter Carnival Radio Stage Show, Sports Car Races on Ice, World's Original Ice Fishing Contest, Children's Mutt Races, and Musical Jamboree take turns vying for attention on the opening week end calendar.

On Monday, January 30, Vulcan, the Fire King, and his masked followers arrive on the scene to challenge Boreas' supremacy over his dominions. A number of other major and minor characters take part (Concluded on page 16)

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

W. F. Doane Retires



Doane

Larson

W. F. Doane, general agent in charge of Great Northern Railway's Philadelphia traffic office, retired on December 31.

Stone

G. W. Stone, Vancouver, Washington, traveling freight and passenger agent, transfers to Philadelphia succeeding Mr. Doane, and Leonard Larson, Seattle city freight agent, moves to Vancouver, replacing Mr. Stone.

Previously with the New York Central, Doane came to Great Northern in 1916 as contracting freight agent in New York City. He served there in various capacities until April 1925 transfer to Philadelphia as general agent.

Stone affiliated with Great Northern in 1927 as a steno in the Seattle city ticket office. In 1932 he became a tracing clerk in the Portland freight traffic office, serving there subsequently as chief clerk and city freight agent. He has been traveling freight and passenger agent at Vancouver, Washington, since 1941.

Larson's Great Northern service to date has been in Seattle. He joined the passenger traffic department in 1937 as a steno-clerk, and became secretary to the western traffic manager the next year. Before appointment as city freight agent in 1945 he served as tracing clerk and chief clerk in the office of the assistant general freight agent.

CARNIVAL—concluded

in the pageantry, acting out the "Legend of Boreas" each year.

The most attractive participant, by all odds, is Boreas' lovely Queen of Snows, who is selected from among a score of Princess candidates in the Queen's Coronation held in the Civic Auditorium on Tuesday night, January 31.

After the new queen is chosen, the Carnival enters into its second phase, leading to the wind-up events. These include the Musical Pot O' Gold Contest, Winter Carnival Bridge Championships, Junior Ice Fishing Contest, and the Illuminated Torchlite Parade on the closing Saturday, February 4.

Considered by many to be the stellar sports attraction of the Winter Carnival are the ski-jumping championships scheduled for February 5, sponsored by the St. Paul Ski Club.

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With the National Ski Jumping Championships being held in this area on January 29 at Westby, Wisconsin, and the Central U. S. Championships at Duluth the following week, the St. Paul club is virtually assured of a topnotch field of competitors in the meet which will be held on the towering slide at Battle Creek Park.

The Battle Creek Park ski slide is the largest in Minnesota. It stands 127 feet high and has a hill record of 197 feet.



Sixteen



Western Sugar Beet Growers Association special 1955 convention tour party at Grand Forks, North Dakota.

Convention Bound via Great Northern

Some thirty-five members of the Western Sugar Beet Growers' Association and their wives were members of a special tour party aboard Great Northern's streamlined Western Star en route from the Red River Valley to the 17th annual meeting of the organization held November 16 and 17 at Ephrata, Washington.

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Purpose of the convention might be described as pointing toward the realization of a more equitable distribution of domestic production of sugar in line with the increased domestic consumer demand.

Included in the special tour party were President and Mrs. J. J. Whelan, Crystal, N. D.; Director and Mrs. A. Sinner, Casselton, N. D.; Director and Mrs. Peter Grant, Stephen, Minn.; Director E. Einer Johnson, Warren, Minn.; and Director George

Arneman of Mankato, Minn, Mr. Lawson, vice president, Worth boarded the train at Chinook, Montana, and Mr. E. W. Rising, executive vice president, joined the tour at Great Falls. Also making the trip were Mr. and Mrs. Arthur Adams. Mr. Adams is president of the Red River Valley Beet Growers' Association.

While at Ephrata, the group visited Grand Coulee Dam and toured the Columbia Basin Project to observe at first hand how sugar beets are grown under irrigation. Following the meeting the group continued westward to Seattle before returning to their home towns.

The 1956 convention is scheduled to be held at Grand Forks, North Dakota, on September 12 and 13.

Seventeen

GN Assistant Comptroller



Richardson

Gordon A. Richardson of St. Paul, has been appointed Great Northern assistant comptroller, with jurisdiction over statistical and cost matters.

Succeeding Richardson as assistant general auditor, cost and

statistics, is H. D. Lear, with M. E. Strong appointed to Lear's former post of general statistician.

Richardson joined the comptroller's department in St. Paul as clerk in 1927, became assistant tax accountant in 1941, tax accountant in 1946, statistician in 1948, general statistician in 1952, and assistant general auditor in 1954.

Lear came to St. Paul from Seattle in 1951, shortly after Great Northern purchased the Pacific Coast Railroad in that city. Formerly superintendent and general freight agent of that line, he joined the parent company as statistician, and last January was promoted to general statistician.

Strong began his railroad career in 1922 as an office boy in the office of the auditor of passenger receipts, and two years later affiliated with the comptroller's office as clerk. He has been a statistician in that department since 1952.

Wenatchee Set Out Sleeper

Seattle-Wenatchee set out sleeping car service has been restored for the winter months on GN trains 3 and 4, the streamlined Western Star.

The 6-section, 6-double bedroom car is designated Car 37 westbound and Car 47 eastbound and is operated daily except Saturday from Seattle and daily except Monday from Wenatchee.

Cars are available for occupancy at both Seattle and Wenatchee at 9:30 PM and may be occupied at Seattle until 7:30 AM and at Wenatchee until 8:00 AM.

Boy Scout Week

More than 4,100,000 Cub Scouts, Boy Scouts, Explorers, and adult leaders throughout the nation will observe Boy Scout Week, February 6 through 12, marking the 46th anniversary of the Boy Scouts of America.

Since 1910, Scouting has served over 24,500,000 boys and adult leaders.

The new Four-Year Program, "Onward for God and My Country", is launched in 1956 to help prepare America's boys to live in today's world and to prepare them to carry their full share in the years ahead.



Onward...For God and My Country

46... ANNIVERSARY 1956
BOY SCOUTS OF AMERICA

Eighteen

PROGRESS IS A GREAT NORTHERN HABIT

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YOUR |

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

tion of the Great Northern Railway reported deceased during December, 1955, are: Henry F. Barnes, section foreman, Pipestone, Minn.; Henry E. Bohm, fuel oil pumper, Willmar, Minn.: Paul J. Buchelt, storeman, St. Paul, Minn.; Vincent Colliton, agent, Moorhead, Minn.; Jerry Donovan, engineer, Willmar, Minn.; Wilhelm Dahlstrom, agent, Aberdeen, S. D.; Frank P. Ertl, tinsmith, St. Cloud, Minn.; Charles A. Garvey, engineer, Minot, N. D.; Charles E. Hornbeck, chief dispatcher, Superior, Wis.; Ira L. Kellogg, conductor, Breckenridge, Minn.; August G. Larson, assistant shop accountant, St. Paul, Minn.; Einer P. Myhre, section laborer, Rugby, N. D.; Mary F. Myers, assistant cashier, Sioux City, Iowa; William Peterson, train baggageman, St. Paul, Minn.; Ben K. Waller, chief mechanical electrician, Spokane, Wash.

Members reported pensioned during December, 1955, are: Alfred A. Brobecker, engineer, St. Paul, Minn.; Samuel G. Clark, master mechanic, Klamath Falls, Ore.; Walter C. Daly, agent and operator, Knox, N. D.; John W. Ewen, agent-telegrapher, Nashwauk, Minn.; Joseph Fonto, section foreman, Coeur D'Alene, Idaho; Halfden J. Halford, train baggageman, Havre, Mont.; William Thomas Hutchins, switchman, Fargo, N. D.;

Knute H. Lindseth, traveling auditor, Sioux Falls, S. D.; Carl A. Larson, engineer, Minot, N. D.; Harrison J. Nichols, conductor, Spokane, Wash.; Lemuel C. Riddell, engineer, Devils Lake N. D.; William R. Schultz, engineer, Whitefish, Mont.; Raymond C. Stone, stationary fireman, Whitefish, Mont.; Peter T. Tisch, switchman, Minneapolis, Minn.

J. R. Walker of Milwaukee has been appointed assistant general solicitor for Great Northern in St. Paul. He succeeds William P. Westphal, who resigned to enter private practice.

Fred Imhof, who has been manager of the Seattle Branch, Lumbermen's Industrial Relations Committee since 1950 has been appointed manager of the 1956 Washington State International Trade Fair to be held in Seattle May 4-13.

A. R. Lewis of St. Paul, Great Northern Railway assistant freight claim agent, retired December 31.

Reduced furlough fares on the nation's railroads for military personnel traveling in uniform at their own expense have been extended to January 31, 1957.

Nineteen

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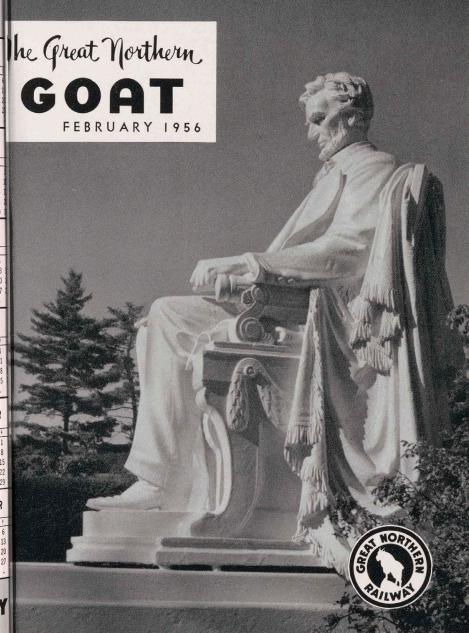
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GREAT NORTHERN RAILWAY

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Decline of the Ferries



Heyday of the ferries was in 1930 when more than 50 operated between various Bay points.

The end of the colorful ferry boat era on San Francisco Bay draws nearer with construction of a third bridge which will siphon off the remnants of a once booming waterborne traffic.

The fore and aft look-alikes operating between Richmond and San Quentin will cease their busy chugging in October of 1956 when the \$62,000,000 bridge between the two points is scheduled to be completed.

The water route between Richmond and San Quentin, long has been a popular one for visitors to California's fabulous Redwood Empire.

From the decks of the ferry boats tourists could get a sweeping vista of the Eastbay cities of Berkeley and Oakland, the massive San Francisco-Oakland Bay Bridge, the jagged skyline of San Francisco, the beautiful Golden Gate Bridge, the grim gray walls of San Quentin Pris-

on and the forbidding facade of Alcatraz.

The first scheduled ferry service between San Francisco and Eastbay points was established in 1850 by Captain Thomas Gray, skipper of the "Kangaroo". The schedule called for trips twice weekly, but Skipper Gray reserved the right to cancel any trip if the tides were wrong or the weather bad. The fare for a man or a hog was the same—one dollar.

Heyday of the ferries was in 1930 when more than 50 boats operated between various Bay points. Six years later, the ferries as a means of transportation in the Bay area, began going into a decline with completion of the San Francisco-Oakland Bay Bridge. Boats between San Francisco and Northbay points ceased running in 1937 with opening of the Golden Gate Bridge. Late in 1956 when four more of the picturesque boats are tied up, ferry service on San Francisco Bay, in point of numbers, will almost have reverted back to that provided in 1850 by Captain Gray and his good ship Kangaroo.

It is probable that most of the remaining ferries will be transferred to service in the Puget Sound area of Washington, where short haul water traffic still thrives.

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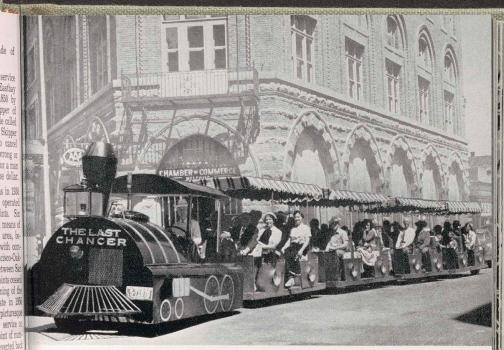
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Ticket Agents to Meet in Glacier Park

Nearly a million acres of the most spectacular mountain scenery on the North American continent—Glacier National Park in Montana—will provide an exhilarating setting for the annual sales meeting of the American Association of Railroad Ticket Agents, September 4-8.

Famous Many Glacier Hotel on the shore of Swiftcurrent Lake, will be convention headquarters for the AARTA group which is expected to number several hundred.

Two



The unique "Last Chancer" sightseeing train operates over the streets of Helena, Montana during the summer months.

Last Chance Tour Train

Operating during the summer months over the streets of Helena, capital city of Montana, is the unique "Last Chancer" sightseeing train, believed to be the only one of its kind in the United States. Four departures a day are scheduled from Great Northern Railway's passenger station.

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The "Last Chancer" was modeled after an old fashioned wood burning locomotive. Bright with gilt and shiny paint, it is equipped with a cow catcher, coal oil lamp, bell, whistle and load of wood. Pans used for obtaining gold hang on the sides of the cars and recall the days of the gold rush in early Helena.

During an hour and a half tour, passengers see the old Pioneer Cabin which dates to 1864, the old fire tower from which site an impressive view of the city is obtained, the historic Brewery Theatre, the studio of famed cowboy artist Charles M. Russell, and Helena Cathedral. At Last Chance Gulch, where gold was discovered in 1864, passengers may actually pan for gold, and if they wish, take the colors home with them.

A 20-minute stop at the capitol building permits a visit to the Historical Library and Museum, where many of Charlie Russell's most famous paintings and other works of art are on permanent exhibition.

As the "Last Chancer" winds through the streets of Helena, a lecture on the city's history and points of interest is carried over a public address system.

Three

The Great Northern

Vol 26

February, 1956

No. 2

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



St. Gaudens' sitting statue of Lincoln on the lawn at the summer studio of late sculptor at Cornish, N. H. Ewing Galloway.

Four

Brotherhood Week's Great Purpose

Brotherhood Week, February 20 through 27, is the vehicle designed by the National Conference of Christians and Jews for the advancement of justice, democratic principles, understanding and good-will among all peoples.

It is wise that a week be set aside for the eradication of prejudice in our thinking, for the betterment of social justice and for the promotion of harmony.

It should not be a week of mere superficial attention to nice gestures toward brotherhood. It should be a week of renewed devotion to the great underlying principles which make brotherhood attainable.

Patience with one another, love of neighbor as of self can cement the people of America into a spiritual force with an effect beyond our power to appraise.

Brotherhood Week carries the wholehearted endorsement of leaders of every faith, of business figures, labor chiefs, educators, government officials, men and women in every line of endeavor.

Brotherhood is the common bond among children as they play together unaware of any chasm between them. It is the link that makes buddies of soldiers who fight together. Brotherhood impelled the chaplains of three different faiths to give up their lives at sea for the men they served.

Let us therefore practice this brotherhood in our every-day contacts, as we transact our business and as we kneel in our sanctuaries. Let us export it in such quantities as people beyond our borders will accept.

THE STREAMLINED EMPIRE BUILDER

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Comfortable and well furnished is this guest room with fireplace at Many Glacier Hotel, the Park's largest.

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The spacious dining room at popular Glacier Park Hotel, located at Glacier's eastern entrance.

Glacier National Park—Ideal for Conventions

During the latter part of June before summer travel has reached its peak, and in the early part of September, after mid-summer crowds have thinned, many organizations schedule their conventions in Montana's Glacier National Park.

Glacier Park Hotel and Many Glacier Hotel each provide all the facilities for conventions large and small. Both have large meeting rooms, plenty of cozy nooks for separate group sessions, cocktail lounges and all the other features of great metropolitan hotels. Guest rooms are spacious and comfortable, the food is the very best, and prices are reasonable.

Glacier Park Hotel is located right at Glacier Park Station on Great Northern Railway, and is served daily during the season by the streamlined Western Star. Many Glacier Hotel, the Park's largest, lies some 53 miles distant from the station in the center of one of the Park's most scenic areas and is conveniently reached in open-topped sightseeing motor coaches. This hotel accommodates groups up to 350. Capacity at Glacier Park Hotel is 200.

Special requirements will decide which hotel is preferable. If members prefer to ride horseback, hike, cruise on mountain lakes and fish, Many Glacier Hotel is ideal. If, on the other hand, the majority would play golf during their spare time, an excellent nine-hole course with watered fairways and grass greens adjoins Glacier Park Hotel.

Motor coach sightseeing tours are available from both hotels. A favorite excursion from Glacier Park Hotel is to Two Medicine Lake for a launch trip. The expedition takes about three and a half hours, nicely fitting into an afternoon or a morning.

(Concluded on page 6)

Five

Deleen Retires





Deleen

Kirby

Arthur W. Deleen, Great Northern's general superintendent of dining cars and a veteran of more than 48 years in the railway's dining car service, retired on January 31 at St. Paul, Minnesota.

Succeeding Deleen is James W. Kirby, superintendent of dining cars at Seattle, Washington.

Deleen's long career in the business of feeding railroad passengers began in September, 1907 when he joined Great Northern as a clerk in the commissary department in St. Paul. He was appointed superintendent of dining cars in 1931 and became general superintendent of dining cars in 1938.

Kirby has been with Great Northern since 1942, when he joined the railway as chief clerk in the commissary department at Great Falls, Montana. He became acting assistant superintendent there in 1949, and since April, 1955 has been superintendent of dining cars at Seattle.

AREA Annual Meeting

Great Northern Railway engineering and maintenance officers will play an important part in the Annual Meeting of the American Railway Engineering Association to be held in the Palmer House, Chicago, March 13-15.

Great Northern has 35 members in the Association. Of these, W. J. Cruse, engineer maintenance of way; H. S. Loeffler, assistant chief engineer, a past president of the Association, and W. F. Arksey, engineer of water service and fuel facilities, will present reports.

The AREA, which functions as the Construction and Maintenance Section, Engineering Division, of the Association of American Railroads, has for more than 55 years been preminent in the field of engineering relating to all aspects of the fixed properties of the railways.

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NPS Associate Director

Eivind T. Scoyen, superintendent of Sequoia-Kings Canyon National Parks, and a former superintendent of Glacier National Park, has been appointed associate director of the National Park Service.

A veteran of 36 years in the career service of the National Park Service, Mr. Scoyen also has been superintendent of Zion and Bryce Canyon National Parks. He served as Glacier Park superintendent from 1930 to 1939

CONVENTIONS—Concluded

A full-day motor coach trip often is arranged from Many Glacier Hotel to Prince of Wales Hotel in Canada's adjoining Waterton Lake National Park. After lunch and a boat trip on beautiful Waterton Lake which lies partly in the U. S. and partly in Canada, or, perhaps, a shopping expedition in the picturesque village of Waterton Lakes, the bus returns to Many Glacier Hotel in time for dinner.

Most organizations choose their convention sites a year in advance, and arrange with the hotel managements at once so that accommodations can be secured for the dates specified.

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GN Operating Department Changes

The following top level changes in Great Northern Railway's operating department organization became effective on February 1, synonymous with the long-anticipated consolidation of divisions.

Frank W. Percival, superintendent of the Spokane division at Spokane, Washington, retired after more than 50 years with Great Northern. He joined the railway as a clerk in 1905 and has been the railway's top operating man in Spokane since 1948.

Coincident with Percival's retirement, the Spokane division was abolished, with the mileage being absorbed by the Cascade division to the west and the Kalispell division to the east. Former Kalispell division headquarters at Whitefish, Montana, were shifted to Spokane, with Henry M. Shapleigh continuing as superintendent of the expanded division. Mr. Shapleigh came to Great Northern in Minneapolis in 1919, and served as superintendent of both the Klamath and Butte divisions before transfer to Whitefish in 1952.

Robert H. Shober, Dakota division superintendent at Grand Forks, North Dakota, now is superintendent of the expanded Cascade division with headquarters at Seattle. He succeeded William P. Coliton, who resigned to become operating vice president of the Minneapolis & St. Louis Railway.

Shober has been with Great Northern since 1936, holding various positions on the Mesabi division until appointment as assistant trainmaster in 1950. He was trainmaster, head-quartering at Kelly Lake, Minnesota, from 1951 until 1954 transfer to Seattle as terminal trainmaster there. Appointment as Dakota division superintendent came in 1955.

William J. O'Connor, trainmaster at Grand Forks has been named superintendent of the Dakota division succeeding Shober. A 42-year Great Northern veteran, O'Connor joined the railway in 1914 as a brakeman at Breckenridge, Minnesota. He was promoted to conductor four years later and for 25 years served in that capacity on the Breckenridge, Dakota and Minot divisions. In 1943 he was appointed acting trainmaster at Devils Lake, North Dakota, and since 1944 has been trainmaster at Fargo and Grand Forks.

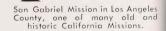
Seven



Great Northern's "Great Dome" Empire Builder and streamlined Western Star skirt the shore of Puget Sound for 32 scenic miles between Everett and Seattle, Washington.

Gift of an Emperor—the Japanese Tea Garden in San Francisco's Golden Gate Park.





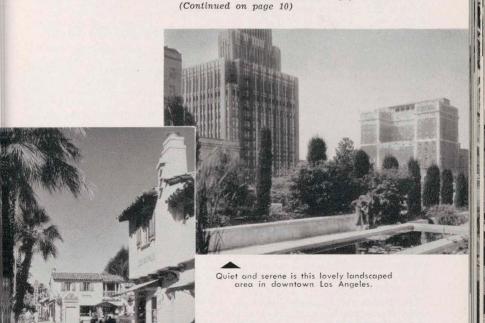


Memorial lighthouse at Trinidad in Northern California, now a historic monument, once served to warn sailors from death on the nearby rockbound coast.

CALIFORNIA VIA THE PACIFIC NORTHWEST

Everyone appreciates a bargain, and a real bargain for California-bound vacationers no matter what the season, is the circle tour using Great Northern's "Great Dome" Empire Builder or streamlined Western Star in one direction and a more direct route in the other, thereby adding from 800 to 1400 miles to the trip at no additional rail fare.

The result is a lot more than simply extra mileage, for even without a stopover, the rail trip to California via the evergreen Pacific Northwest is filled with varied scenic splendor . . . from Chicago along the Mississippi where "nature smiles for 300 miles" . . . along the southern boundary of Glacier National Park in Montana where sharply carved



Across the Plaza in Palms Springs, probably the best known of many popular desert country resorts in Southern California.

CALIFORNIA—Concluded

peaks assume a new mystery in the hush of winter snows...across the rugged panhandle of northern Idaho, and through the Cascades of Washington and along Puget Sound to Seattle, or via the water level route along the mighty Columbia to Portland, Oregon.

For the winter sports fan there are opportunities galore throughout the region. One of the nation's most rapidly developing major areas is The Big Mountain at Whitefish, Montana, on Great Northern's transcontinental mainline. Here a ski school; a ski shop which rents complete equipment; a lodge with economical dormitory accommodations; a fine chalet with luxurious rooms and suites, and a 3,220-foot lift, furnish all the facilities for a pleasant short visit or long ski vacation.

Spokane, Seattle, Tacoma, Wenatchee and Everett in Washington, or Portland, Oregon, all served by the Empire Builder and Western Star are so close to great winter sports centers that many travelers prefer to combine a gay city vacation with skiing and stay right at the fine hotels in these cities. Mount Spokane is about an hour's drive from The Stevens Pass area, Spokane. where Great Northern tracks enter the Cascade tunnel, is but a short distance from the pleasant coast city of Everett. Scores of ski centers in the high Cascades are quickly reached from Wenatchee, Seattle and Tacoma.

Famed Timberline Lodge high on Mount Hood near Portland, has been completely refurbished, is under new management and is attracting winter sports fans in greater numbers than ever before.

The traveler who chooses the coast route from Seattle to Portland can stop over in Tacoma or at other points, and from his train window see Mount Rainier in its winter beauty.

Wonderful scenery accompanies the passenger all the way as he continues south from Portland through the rich forests of Oregon and northern California, with Mount Shasta's white peak looming on the horizon and visible for hours along the route to San Francisco and southern California.

In changing scenery alone, the experience of traveling through winter to the spring-like Pacific Northwest, to blossom time near San Francisco and the summer richness of citrus groves in southern California and the desert resort country, the circle route gives the traveler a new appreciation of the many combinations made possible by the network of America's railroads.

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Travel by Rail-On Credit

During the past several months more than twice as many credit card travelers have taken to the rails as ever before in railroad history, and the number of in-use credit cards has more than doubled.

The new Rail Travel Card offers the holder a wider selection of railroads and chargeable railroad services than the older card it replaced on August 1, 1955.

The several hundred thousand cards now in use are held by more than 50,000 U.S. firms and individuals. Largest number of credit cards held by any one company, an eastern radio and electronics manufacturer, is 1,450.

Rail Travel credit cards are honored by 47 major U.S. railroads and permit the holder to purchase railroad and Pullman tickets as well as meals in the diner or refeshments in the club car. Each company or individual is billed for credit card purchases, every 30 days, by the railroads.

Ten



The Good Old Days

The teacher was telling her second graders about a famous American.

"When he was your age," she said, "he lived in a little cabin in the country, and every day he had to walk six miles to the schoolhouse."

Came a shout from a tot in the back of the room. "Crazy kid kept missing the bus, huh?"

Give Him a Shovel

A draftee was being inducted into the Army and with his physical over, the sergeant asked, "Did you go to grammar school?"

"Yes, sir, I also went through high school, graduated cum laude from college, completed three years of graduate studies and then received two more degrees."

The sergeant nodded, reached for a rubber stamp and slapped it on the questionnaire. It consisted of a single word: "Literate."

Wrong Attitude

"Two men were senior to me," said the lecturer. "One was dismissed for drunkenness, alcohol led the other into crime; and I am now head of the department. What has raised me to this high position, I ask you?"

"Drink!" roared the enthusiastic audience.

Takes The Blame

Editor: "You wish a position as a proofreader?"

Applicant: "Yes, sir."

Editor: "Do you understand the requirements of that responsible position?"

Applicant: "Perfectly. Whenever you make any mistakes in the magazine, just blame 'em on me, and I'll never say a word."

Just Warming Up

A rodeo performer from Montana visiting in Texas was invited to test one of the local broncos. He hadn't been on the horse a full second before he found himself flying through the air.

"Man," he panted, "these Texas horses sure can buck."

"He didn't buck," commented a local cow hand. "That cayuse was merely hiccuping."

Modern Version

Early to bed and early to rise—And your girl goes out with other guys.

Sad Situation

Judging by widespread accounts of juvenile delinquency, the reason some parents spare the rod is because Junior is probably carrying one.

Eleven

Traffic Clubs Elect



Battleson

Schneider

Paffer

Elected in January as president of the St. Paul Passenger Club for 1956 was R. L. Battleson, CPA, Soo Line. D. E. Lewis, CPA, GN was named vice president; G. T. Noble, CPA, C&NW, treasurer, and H. L. Roloff, PR, NP, secretary. Directors are H. R. Cotton, NP; A. J. Schiller, MP; W. J. Powers, Twin City Lines; J. E. Griller, CMStP&P; S. M. Farrell, GN, and H. F. Ott, CRI&P.

Newly elected officers of the Passenger Club of St. Louis are Russell Schneider, Frisco Lines, president; Carl Custer, Terminal RR, first vice president, Virginia Miller, MKT-Wabash, second vice president; Tom O'Grady, IC, third vice president; Bill Russell, L&N, secretary, and Bill Cross. SP, treasurer.

Thomas J. Peffer, traffic manager, Buffalo Weaving & Belting Co., has been elected president of the Buffalo Transportation Club. Other newlynamed officers are Jack Collins, TM, P. J. Garvey Carting & Storage Co., first vice president; Lester A. Porter, DFA, CRI&P, second vice president; R. C. Oldham, TM, Mushroom Transportation Co., secretary and treasurer. Elected to the board of directors were Robert A. Cory, GA, GN; Thomas J. Toughey, StL&SF: Glenn A. Eberhardt, TM, U. S. Rubber Reclaiming Co.; Stanley W. Goral, TM, Wilson Athletic & Sporting Goods Mfg. Co.; Thomas Wilson, SR, Transamerican Freight Lines, Inc., and Jack Scott, Shirks-Boyce Motor Express Corp.

Named to serve as officers of the Detroit Passenger Traffic Club for 1956 are F. G. Townsend, resident manager, NOA, president; J. A. Mc-Cue, charter coach dept., Greyhound Bus Co., first vice president; C. F. Chase, PR, B&O, second vice president, and E. J. Hanggi, DPA, GN, secretary-treasurer.

GN Expands CTC

Great Northern Railway will expand its centralized traffic control operation in three states, with work on two installations scheduled to begin in mid-February.

Estimated cost of the two projects, including track work, is \$2,086,645, with completion expected by the end of the year.

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One installation will expedite movement of trains over 40 miles of main line between Williston, North Dakota and Bainville, Montana. All train operations within this zone will be directed through remote control of switches and signals from a central control point in the railway's yard office at Williston.

The other installation is the extension westward of Great Northern's existing CTC mileage between Delano and Willmar, Minnesota. The new segment, 111.5 miles in length, will carry CTC to a point 2.5 miles east of Breckenridge, Minnesota. Operations in the expanded 176.3-mile zone will be directed from the present central control point in Great Northern division office at Willmar.

Projected for later in the year is the further extension of CTC through Breckenridge to Wahpeton Junction, North Dakota. Control point for this 4.5-mile segment will be at Breckenridge.

Movement of trains in a CTC zone is directed by a train dispatcher, or (Concluded on page 14)

Twelve



Manitoba-Minnesota CD Officials Parley

Photos show the Canadian Civil Defense officials upon arrival at St. Paul Union Depot. Above, left to right, David Harrison, assistant director, and Colonel H. A. Schon, director of Minnesota Civil Defense, greet Premier of Manitoba Douglas Campbell and Colonel A. C. Delaney, Mani-toba Civil Defense coordinator.





The month just passed saw a two-day conference of Manitoba and Minnesota Civil Defense officials held in St. Paul and Minneapolis, Minnesota. Matters discussed included problems mutual to both groups—cooperation between U. S. and Canadian agencies, expansion of the ground observer corps, etc.

During their stay in the Twin Cities, the Canadians also met with the Governor of Minnesota, the Mayors of Minneapolis and St. Paul, and visited various civil defense installations.

Travel between Winnipeg and the Twin Cities was aboard Great Northern Railway's Winnipeg Limited.

Delegates attending the Twin City parley included Premier of Manito-(Concluded on page 14)

Thirteen

Scott Promoted





Scott

Delander

Arthur L. Scott, who for more than 25 years has represented Great Northern Railway's passenger department in San Francisco as general agent, became assistant passenger agent on February 1.

In his new capacity, Scott has supervision of Great Northern passenger solicitation over a four-state territory comprised of California, Arizona, Nevada and New Mexico.

Effective the same date, city passenger agent Paul T. Delander became district passenger agent in charge of the San Francisco office and territory.

Scott's Great Northern service dates to 1913, when he joined the railway's operating department in Seattle as a file clerk. He has been in traffic work since 1917, when he became a passenger agent in that city. Appointment as San Francisco general agent came in 1930.

Delander, with the railway since 1947, was a traveling passenger on Great Northern's transcontinental Empire Builder before going to San Francisco in 1951. He has been city passenger agent there since 1953.

CD OFFICIALS—Concluded

ba Douglas Campbell; Mayor of Steinbach K. R. Barkman; Metropolitan Civil Defense Board member Elswood Bole; Provincial Advisory Committee member John W. Brice; Winnipeg Alderman James Cowan; Manitoba Civil Defense Co-ordinator Col. A. C. Delaney; Metropolitan Civil Defense Board chairman J. Gurzon Harvey; City of Winnipeg engineer W. D. Hurst; Metropolitan Civil Defense Board director E. F. McAuley; Armed Forces Liaison Officer Major R. D. McQuillan; Reeve of St. Vital H. S. Paul; Town of Tuxedo councillor Dr. W. J. Riley; Mayor of Winnipeg George Sharpe, and Mayor of St. Boniface J. G. Van Belleghem.

CTC-Concluded

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YOUR

by an operator under the immediate supervision of a train dispatcher. Seated at a control panel showing the CTC track in miniature, he is able to activate switches and signals within the zone by means of levers and push buttons. Lights on the panel indicate train locations. The controls are so devised and interlocked to make setting up of conflicting train movements impossible.

In the affected mileage in the Williston-Bainville project there will be five controlled sidings of sufficient length to permit non-stop train "meets". Plans call for 23 electrically-operated switches on ends of sidings and track crossovers. Twenty-one hand operated main line switches to short sidings and industry tracks will be electrically locked, and opened only with permission of the CTC operator.

The CTC extension west of Willmar will have 11.8 miles of double track, arranged for operating trains in either direction on either track. There will be 11 controlled sidings of sufficient length to permit nonstop train "meets", and 33 electrically operated switches on ends of sidings and track crossovers. Hand operated main line switches to short sidings and industry tracks will number 60—electrically locked and opened only with permission of the CTC dispatcher.

Fourteen

Glanings Members of the Veterans' Associa-

tion of the Great Northern Railway reported deceased during January, 1956, are: Alfred Anerud, section foreman, Forbes, N. D.; Ethyl A. Bronson, conductor, Whitefish, Mont.; Carl W. Bergquist, engineer, Crookston, Minn.; Harry E. Conklin, machinist, Salem, Ore.; James R. Donovan, conductor, Everett, Wash.; Joseph Enos, welder helper, Delano, Minn.; Edward C. Fleming, freight agent, Spokane, Wash.; Pius N. Foltz, blacksmith, Grand Forks, N. D.; Jay F. Johnson, engineer, Superior, Wis.; Richard R. Meacham, section foreman, Spokane, Wash.; Harold W. Montgomery, agent, Grand Forks, N. D.; Andrew A. Nordlee, roundhouse laborer, Rugby, N. D.; Harry Reff, agent, W.F.E., Grand Forks, N. D.; Stephen Rettig, engineer, Vancouver, Wash.; Martin Uthus, ticket agent, Fargo, N. D.; Michael C. Warren, car repairer, St. Paul, Minn.; Burton Withrow, engineer, St. Paul, Minn.

Members reported pensioned during January, 1956, are: George Anderson, machinist, Breckenridge, Minn.; Charles Blaha, car foreman, Kelly Lake, Minn.; Vale S. Campbell, boilermaker helper, Spokane, Wash.; William Donnay, carpenter, St. Paul, Minn.; John P. Gorman, engineer, Grand Forks, N. D.; Leonard A. Hartman, brakeman-conductor, Far-

go, N. D.; William R. McCabe, engineer, Superior, Wis.; Cady P. Platts, telegrapher, Devils Lake, N. D.; Albert Stenerson, engineer, Interbay, Wash.; John S. Schumer, engineer, Devils Lake, N. D.

Dates for the 1956 Portland, Oregon, Rose Festival will be June 6 through 9, with the Queen Coronation the 6th; the Junior Festival Parade the 8th, and the Grand Floral Parade the 9th.

The telephone number of Great Northern Railway's traffic office in Kansas City, Missouri, has been changed to Victor 2-3852.

Effective February 23, 1956, Thursdays will be added as a sale date of family plan tickets on Great Northern Railway. On and after this date tickets may be sold good commencing on Mondays, Tuesdays, Wednesdays and Thursdays.

Dates for the 1956 Wild Horse Stampede, held annually at Wolf Point, Montana, are July 13 through 15. Events include saddle bronc riding, bareback riding, calf roping, steer wrestling, bull riding and wild horse racing.

Fifteen

Double-decker Travel Treat!



ON GREAT NORTHERN'S EMPIRE BUILDER!

THE UPPER DECK of GREAT NORTHERN'S fulllength Great Dome car is your grandstand seat for more miles of scenery than on any other rail route thru the Northern Rockies between Chicago, Spokane-Portland and Seattle via St. Paul and Minneapolis. THE LOWER DECK of GREAT NORTHERN'S full-length Great Dome car is an exciting, colorful lounge where Pullman passengers may order their favorite beverage and enjoy the company of their fellow travelers.

GREAT DOME COACHES, TOO!

Empire Builder coach passengers can enjoy Western scenic thrills, too—from their vantage point on the upper deck of the coach domes. On the lower deck they ride in superb comfort—in reserved reclining seats with individual leg rests. No extra fare. It's great!

Connections in Seattle and Portland to and from California



The Great Morthern

GOAT

MARCH 1956



Collects Back Pay



The Rev. Mr. S. E. Gregg receives his 1898 back pay from GN's A. W. Gusey. Oregon Journal Photo.

The Rev. S. E. Gregg of Portland, Oregon, on March 2, 1956, received a check for his last day's work as a brakeman for Great Northern Railway. That last day was in December, 1898.

A few weeks previously, the Rev. Mr. Gregg was recalling old railroading days with a friend who is a retired railroad man. The Baptist interim pastor remarked to his crony that he never had picked up his pay for his last day of railroading, because upon completion of his run between Crookston and Cass Lake, Minnesota, he became ill, and when he recovered went into other work and forgot about the check.

At the behest of his friend, the minister wrote to the GN division superintendent at Grand Forks, North Dakota. It took a bit of investigating but in checking the records it was found that a brakeman named S. E. Gregg had made his last run of 265 miles in December, 1898. The pay was computed at two cents a mile, and a check for \$5.30 was forwarded to A. W. Gusey, general agent, passenger department in Portland for presentation to Rev. Gregg.

GN 1955 Safety Record

The top safety record of the nation's major railroads was set again last year by employes of the Great Northern Railway.

Great Northern's 1955 employe casualty ratio of 3.12 per million man hours gave the railway its position of safety leadership for the third consecutive year, it was notified by the Safety Section of the Association of American Railroads.

In 1953 a first place ratio of 3.14 won for Great Northern the coveted Harriman Gold Medal, top award of the American Museum of Safety. In 1954 the railway's employes established an all-time record of 2.69 casualties per million man hours.

The casualty standings are based on reports to the Interstate Commerce Commission. The Association of American Railroads in turn classifies the railroads according to man hours worked. Seventeen principal lines, including Great Northern, are in Group A, with 40 million or more man hours per year.

During 1955, on-the-job mishaps at Great Northern caused six fatalities and 166 reportable injuries (those keeping employes from regular duties more than three days during the first ten following injury).

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First place among the railway's operating divisions for 1955 went to the Mesabi, headquartering at Superior, Wisconsin, with a ratio of 1.97. The Cascade, based at Seattle, Washington, was second with 2.11. In third place was the Minot division at Minot, North Dakota, with a ratio of 2.30.

The Superior, Wisconsin, and Dale Street Shops in St. Paul won top honors in their classification with perfect records. For the Dale Street Shops 1955 was the fifth consecutive year without a reportable injury. It was the Superior Shops' second year with an unblemished record.

Two



Upper: Rose Festival Court of 1955. In center, lovely Nancy Wyly, Queen Nan I.

Lower: Scores of flower-bedecked floats feature every Rose Festival parade.

Disneyland in Portland

If an auspicious beginning is an indication, Portland's 48th annual Rose Festival, June 4 through 10, 1956, should set new standards both as a spectacle and from an attendance standpoint.

Coinciding as it does with the Rose Society convention, the festival offers an added attraction to delegates, and promises a lot that is new and different in the way of entertainment.

ratio

An innovation this year is the selection of a central theme that will not apply exclusively to the Grand Floral Parade, as has been the case in previous years. The 1956 theme of "Disneyland in Flowers" will apply also to the Stadium shows and other major Festival events, including the Rose Show.

Assistance is being rendered by Walt Disney Productions in the designing of floats, stage settings and other decorations. Talent for the stadium shows also is expected to be drawn from among the stars and performers of the Disney motion picture, television and Disneyland productions.

Three

The Great Northern

Vol. 26 March, 1956

No. 3

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

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



Pretty and talented Frances Dorsey of Seattle, stars in the 20th Anniversary Shipstads and Johnson Ice Follies. Story on page six AAR Research Center

March 15 marked the beginning of construction work on a new \$500,000 addition to the Association of American Railroads' Research Center located on the campus of the Illinois Institute of Technology at Chicago.

The new project is another step in a long-range program of providing complete research facilities for the railroad industry.

Designated as the engineering laboratory, the new building will be the third structure to be constructed on the Research Center grounds and is expected to be in full operation by early 1957.

The laboratory will provide facilities for accelerated tests simulating service conditions of track structure and bridge materials, freight and passenger car axles, and diesel fuels and lubricants. Materials and designs can be evaluated in a short time through use of special equipment.

Included among new equipment to be installed in the laboratory are hydraulic repeater loading machines for tests on ballast, full-size timber stringers, tie pads and tie plate fastenings. Research carried on through the use of these machines will help control the mechanical wear of ties, which to date has been an important item of expense in railroad operations.

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Special single-cylinder diesel engines also will be installed to test fuel oils as part of an effort to help reduce the railroads' annual fuel bill. Finding a successful means of using a lower grade of fuel oil in locomotives would mean a considerable saving to the railroads, which consume about three billion gallons of that commodity annually.

A number of test machines now in use elsewhere will be moved to the new laboratory.

Four



Left to right: Dr. Mousolite; F. L. Elliott; William A. Lang; Senator Elmer L. Anderson; H. J. Milner; George B. Risty.

GN Scholarship Selections Committee Selected

Six St. Paul and Minneapolis business, labor and educational leaders have been named to Great Northern Railway's Scholarship Selections committee.

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Fifty-seven applications have been received from candidates for Great Northern scholarships, established for sons of the railway's employes in the United States and Canada. Deadline for applications for scholarships, the first of which will be awarded this year, was March 1.

St. Paul members of the committee are: William A. Lang, president, Foley Brothers, Inc.; State Senator Elmer L. Anderson, president, H. B. Fuller Co.; M. J. Milner, general

chairman, Order of Railway Conductors and Brakemen; F. L. Elliott, general chairman, International Brotherhood of Electrical Workers, and Dr. Peter Mousolite, Dean of Men, Macalester College.

The sixth member is George B. Risty of Minneapolis, director, Bureau of Student Loans and Scholarships, University of Minnesota.

Labor representation on the committee will be rotated each year so that all Great Northern employe organization leaders will assist in the scholarship selection work.

Great Northern will award a minimum of three scholarships annually.

(Concluded on page 6)

Five

Thar She Blows!



Redwood Empire steam well being "spudded in".

Applying baseball terminology to a geological oddity, third base, or the hot corner, of the Redwood Empire of Northern California is located in the northeastern part of Sonoma County about 70 miles from San Francisco.

The first white man to come upon the "hot country" was William B. Elliott. While hunting bear in 1847, he came into the valley to discover plumes of steam escaping from fissures in the earth. He described the area as an annex to Hades.

Thousands of visitors now come to the steaming valley annually to marvel at Mother Nature's picturesque offshoots, and to wonder about the forces at work a short distance under them.

From time to time there are those who envision the super-heated, subterranean depths as a source of unlimited power. Some 30 years ago a company drilled eight steam wells, or geysers, which were tapped 200 feet down. The project was abandoned, but one of the geysers, dubbed "Whistling Annie," is still furnishing steam for a power plant in a nearby resort.

More recently, in the autumn of 1955, drillers, using a 10-inch casing instead of the two-inch of former operations, scrambled for cover when they brought in a roaring geyser after going down some 600 feet. A pillar of black smoke soared skywards when the well was first tapped but it changed to a column of steam as the well cleaned itself out.

Ice Follies Travel by Rail

One of the nation's greatest travelers is the famous Ice Follies.

The fabulous Shipstads and Johnson Ice Follies of 1956 will travel 20,000 miles this season over the railroads of the United States and a portion of Canada, including Great Northern.

The show boasts a 16-car special train complete with sleepers, dining car and lounge car and will travel to 22 cities all by rail.

The Ice Follies in 1956 is celebrating its 20th anniversary. It was originated by Eddie Shipstad, Oscar Johnson and Roy Shipstad and had its first performance in Tulsa, Oklahoma on November 7, 1936.

Since that time, the Ice Follies has been seen by 40 million people. The number of people who will see the 1956 edition is greater than the total number of telephones in Chicago and Detroit combined.

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SCHOLARSHIPS—Concluded

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.

Eligible students must graduate in the top third of their high school classes, and be agreeable to enrolling for college in the Fall following graduation. Great Northern will offer scholarship students summertime work on the railway.



Below: Twenty-five thousand daffodils form the skirt of float, built over a motorcycle—a winner in the 1955 parade.



Above: Sumnerites hang baskets of golden daffodils along the town's Main Street as a feature of the Puyallup Valley Daffodil Festival.

Welcome to Spring

The picturesque Puget Sound country in Washington State conjures up a spectacular welcome to Spring April 9 through April 15 in staging the 23rd Annual Puyallup Valley Daffodil Festival.

"Story Time in Daffodils" forms the 1956 festival's theme, opening the door for imaginative float-builders, flower show displays and window scenes to borrow from fantasy, song titles, fairy tales, nursery rhymes and show titles for their flower magic.

The very heart of the Puget Sound land—Tacoma, Puyallup, Sumner and Orting—stages the joint-effort flower festival. Residents of the four com-

munities present one of the nation's major outdoor floral events in a mass pageant of shaking off winter's doldrums.

Festival events run the scale of pageantry, held at the height of the blossoming of millions of King Alfred daffodils in the Puyallup Valley. Citizens of the glacier-fed Puyallup Valley and the bay-side city of Tacoma pay homage to festival royalty the night of April 9 at colorful coronation ceremonies in the music building-memorial fieldhouse in Sumner, Washington. A queen and two princesses are crowned, with 11 come-

(Concluded on page 8)

Seven



DAFFODILS—Concluded

ly ladies-in-waiting fluttering around like dewy-eyed ballerinas.

Tacoma plays host to the four-day Daffodil Festival Flower Show, April 12, 13, 14, and 15 in the Tacoma Armory. Under joint sponsorship of the Festival and Capitol District, Washington Federation of Garden Clubs, the show is filled with massed displays of daffodils, tulips and spring-flowering trees, hundreds of specialty varieties of narcilli entered by professional bulb growers, and arrangements by Garden Club entrants.

Always one of the festival highlights, the four-city parade of daffodildecorated floats, bands, drill teams and other units will be staged April 14. Starting in Tacoma, the 60-unit parade boasting 2,000,000 fresh blossoms and scores of pretty girls gracing the floats winds through downtown Tacoma and then moves out to the valley communities of Puyallup and Sumner.

Floats-that-go-to-sea stem past thousands of landlubbers April 15 when the all-Puget Sound Daffodil Festival Marine show is held on Tacoma's Commencement Day. Pleasure craft of all kinds and sizes, including fishing craft and Tacoma's fireboat join the show as the final official event of the long festival.

Visitors will find something doing every minute, with marble, bowling, bridge and ski tournaments in progress. Balls and community dinners round out a full program for home towners and the "glad to be here" fun-loving visitors.

Your Railroads

Ever marvel at the low cost of Postal Service? Probably you have. But it's really not surprising considering that the transportation for four-fifths of all mail moving between cities and towns is efficient, dependable, low-cost, railroad transportation.

Before railroads took over the job of moving mail, postal rates were based on the number of sheets in a letter and the distance carried. Postage on a letter of three sheets going from Washington to Boston, for example, was 75 cents. But within only 15 years after the first use of railroads for moving mail, the Post Office was able to reduce the rate on such a letter to 30 cents and by a corresponding percentage on other mail.

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Low-cost railroad transportation enabled the Post Office to make one reduction in postage rates after another until, in 1885, letter postage was reduced from four cents to two cents an ounce—the lowest in history.

Today, at the rate of three cents an ounce, the first-class postage stamp is an even greater bargain because it buys a vastly superior service. And today, as in 1885, the key to low-cost postage is low-cost railroad transportation—the foundation of the United States Postal Service.

Eight



Huge fuselage section arrives at Renton, Washington, via Great Northern Railway. Boeing photo.

Oversize Shipment Moves via the Bieber Route

The largest fuselage section ever moved by rail for the Boeing Airplane Company recently arrived at the Boeing plant in Renton, Washington, via Great Northern Railway. The huge component will become a part of the first production KC-135 jet tanker.

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Built under subcontract by the Ryan Aeronautical Company at San Diego,

California, the huge section arrived at Renton after a cautious trip via the Santa Fe, Western Pacific and Great Northern Railway, following the famed inside "Bieber Route".

An undisclosed number of the fourjet, swept-wing tankers are to be built for the U.S. Air Force at Boeing's Renton plant.

Puget Sound Summer Steamship Service

Canadian Pacific spring and summer steamship service between Seattle, Washington, and Victoria and

Vancouver, British Columbia will be operated on the following schedules, from April 29 through September 29:

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

Nine

Traffic Club Elections



Dyer

Karriker

Roach

K. H. Karriker, chief clerk, Chicago & Northwestern was recently elected president of the Washington Passenger Association. Named to serve with Karriker are William P. Higgins, first vice president; F. Porter Blackard, N&W, second vice president; C. M. Walburgh, B&O, secretary-treasurer.

L. H. Dyer, Jr., Pennsylvania Railroad, is the newly elected president of the Baltimore Passenger Association. His officers are: R. S. Bryant, WM, first vice president; G. A. Mills, Carolina Coach Co., second vice president; J. P. Godfrey, PRR, secretary and W. C. Rogers, Sr., B&O, treasurer. Directors are J. W. Smith, EAL; J. V. Flaig, Frisco; K. C. Gatling, Emerson Hotel; R. J. Quinn, AAL; Paul Baker, PRR; M. A. Brieschke, SF, and C. E. Clubb, Old Bay Line.

At the recent annual dinner of the Cleveland Passenger Club, the following were installed as officers for 1956: Paul Roach, CAL, president; Carl Peterson, Redifer Bus Co., first vice president; Art Sewell, SR, second vice president; Gene Brown, CP, secretary and John Matic, NYC, treasurer. Directors are Al Anderson, International Travel Service; Jack Carson, Goodyear Tire & Rubber Co.; Ken Hunt, NYC; William Klema, AAL; Stan Senkovis, Cleveland Union Terminal and William Wingate, Georgian Bay Line.

GN to Establish Suburban Passenger Station

Great Northern Railway will establish its first "suburban" passenger station, to serve the populous and rapidly growing area north of Seattle, Washington.

The present station building at Edmonds, 17 rail miles north of King Street Station in downtown Seattle, will be completely remodeled and enlarged as a modern suburban facility. Plans include a fenced and lighted parking lot for 175 automobiles.

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The project will get underway as quickly as building materials are delivered, with completion expected next Fall. At that time, Edmonds, on Great Northern's main line, will be designated as a conditional stop for the transcontinental Empire Builder and Western Star, and for the International streamliners which operate between Seattle and Vancouver, British Columbia.

The new station will not serve as a commuter facility but will accommodate travelers to and from nonlocal points on the Great Northern and connecting lines.

With Seattle's population center lying considerably north of the downtown area, it is expected that the suburban station, offering substantial parking space, not only will be a welcome convenience to present patrons but will attract new business as well.

An estimated 250,000 persons live in the north end of Seattle and upper King County suburbs adjacent to Edmonds. The station site also is close by the Edmonds ferry boat landing, on Puget Sound, promising better rail service for residents of the east shore of the Olympic Peninsula and Canadian coastal centers.

Ten

Goat

To Ease the Pain

Dinner was late so the hostess decided to play the piano. In the uncomfortable silence that followed, she turned to a guest and said: "Mr. Smith, would you like a sonata before dinner?"

Mr. Smith looked pleased. "Yes, thank you, I had a couple on the way, but I could sure stand another."

Legal Limit

It was on highway 89. A man in a low-slung sports car was cruising along at about 90 miles an hour. A motorcycle policeman finally caught up with him, stopped him and growled, "Say, Buddy, didn't you see the speed limit posted back there?"

"Why, yes, officer," replied the speeder, "I thought it said 89 miles per hour."

"Brother," the cop sighed, "I'm sure glad I caught up with you before you turned onto Highway 301."

* * * * Right Answer

The applicant for the sales job stood before the Sales Manager.

"Married?" asked the Sales Manager.
"No, I'm not," he said, "but I can take orders, if that's what you mean."

* * * No Luck

First Fisherman: "Havin' any luck?" Second Fisherman: "Nope. Can't get the cork out."

How Not What

The motorist had tried to pass a huge truck for many miles. Every time he tried to go around, the truck driver increased his speed or swerved toward the middle of the road. Finally, at a stop sign, the motorist pulled alongside the truck.

"Well?" growled the truck driver.
"Nothing important," was the reply.
"I know what you are—I just wanted to see what one looks like."

* * * Cash and Carry

Five-year-old Ginny was having dinner at the home of her playmate. When she saw the family bow their heads for grace, she turned to her little hostess and asked: "What are you doing?"

"We're giving thanks for our daily bread," her little playmate explained. "Don't you give thanks at home?"

"Naw," replied Ginny. "We pay for our bread!"

Safe Enough

"I suppose now that you are married you will be taking out some insurance?" the agent asked the bridegroom.

"Oh, no," he replied. "I don't think she's dangerous."

Shorty

Red Cap: "Carry your bag, sir?" Gruff old man: "Let her walk."

Eleven

GREAT NORTHERN RAILWAY-GREAT FOR FREIGHT

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Empire Builder Trains To Be Renumbered

The Great Northern Railway and Burlington Lines will adopt uniform train numbers for the streamlined Empire Builder between Chicago and Seattle. The new numbers will be train 31 westbound and train 32 eastbound.

At present the eastbound Empire Builder is designated train 2 between Seattle and St. Paul, and train 44 from St. Paul to Chicago. Westbound train number now is number 49 when handled by the Burlington and number 1 while on Great Northern rails.

The Burlington will renumber the Empire Builder with the issuing of new time cards scheduled on April 29, and Great Northern will assign the new numbers when new time cards are issued for summer schedules the early part of June.

Effective May 1, new loading numbers will be assigned to the Pullman sleeping cars on the Empire Builder as follows:

Present Loading No.	New Loading No.		
Car 11-21	Chicago-Portland	311-321	
Car 12-22	Chicago-Portland	312-322	
Car 14-24	Chicago-Seattle	314-324	
Car 15-25	Chicago-Seattle	315-325	
Car 16-26	Chicago-Seattle	316-326	
Car 17-27	Chicago-Seattle	317-327	

No change will be made in the loading numbers of the reserved seat coaches which are cars 100-101-102-103 westbound and cars 200-201-202-203 eastbound.

Guide to a Better World

As Spring comes again, bringing the promise of nature's rebirth, so, too, has the resurgence in religion come to mean so much today. For it comes as a golden ray of hope and one that will lead and guide us to a better world.

Twelve

Now more than ever before we look forward to National Sunday School Week, the annual all faiths' observance which the Laymen's National Committee, Incorporated, is sponsoring the week of April 9 through 15. Again dedicating the event to America's youth, the Committee will feature as their slogan: "Sunday School: The Guide to a Better World."

Such a week as National Sunday School Week is an important one. All too short are the seven days set aside, in which we aim to encourage our young children in the Sunday School habit, a habit that will prepare them for their major problems ahead. Better still, can we not try to make every week a Sunday School week, so that through the churches of our respective faiths we may train our young ones in the way they should go, so that they will not depart from the right way—the Sunday School way.

It is up to all parents to give their children an opportunity to participate actively in religion. That is why we observe a National Sunday School Week, and that is how we can guide our children to a better world.

SWITCH TO THE RIGHT TRACK!





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Nicholson

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GN Freight Traffic Department Changes

William E. Nicholson of Seattle, Washington, has been named Great Northern Railway's general freight traffic manager in charge of sales and service, with headquarters in St. Paul.

The appointment was effective March 1, when Nicholson succeeded Frank J. Conrad, who resigned to become traffic vice president of the Rock Island Lines in Chicago.

Gerald D. Johnson, freight traffic manager, sales and service, at St. Paul, moved into Nicholson's post as Western traffic manager at Seattle.

Alfred H. Engelhart, general freight agent at Seattle, was Johnson's successor at the railway's headquarters.

Also effective March 1, are the fol-

lowing changes:

Earl C. Warren, general freight agent at Chicago, was appointed assistant freight traffic manager in that city.

James J. Woulfe, general freight agent at San Francisco, became assistant freight traffic manager there.

Hugo H. Knocke, general freight agent at Seattle, succeeded Engelhart in that city, with no change in title.

Robert W. West, general industrial agent for the Spokane, Portland and Seattle Railway at Portland, became Great Northern general freight agent at Seattle, succeeding Knocke.

A 28-year veteran of Great Northern service, Nicholson joined the railway as traveling freight agent at Kansas City, Missouri. Subsequent promotions took him to Sioux City, Iowa; Spokane, Washington; and then to Minneapolis where he was assistant general freight agent from 1941 until his appointment as general freight agent at Seattle in 1948. He became Western traffic manager in 1954.

Johnson has been with Great Northern since 1919, beginning as a tariff clerk in St. Paul and later holding traffic department positions in Milwaukee, Portland, Los Angeles and San Francisco. He went to Seattle in 1950 as general agent and was general freight agent in that city at the time of his appointment in 1954 as freight traffic manager, sales and service, in St. Paul.

Engelhart joined Great Northern in 1942 as a clerk in the railway's freight traffic office in Chicago. He was successively city freight agent and commercial agent there before being promoted to assistant general freight agent in St. Paul, in 1947. A year later he moved to Minneapolis in the same capacity and was there until has appointment in 1954 as general freight agent at Seattle.

Thirteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Heads St. Paul Group



Garaghty

Named president of the Transportation Club of St. Paul, Minnesota, at the organization's recent annual election is L. R. Garaghty, traffic manager, Minnesota Farm Bureau Service Company.

Other newly elected officers are E. H. Gruetzman, GAFD, GN, vice president; J. F. Day, AGTM, Minnesota Mining & Manufacturing Co., second vice president; E. B. Chapin, Asst. VP, First National Bank, treasurer, and G. E. Daggett, FTR, GT-CN, secretary.

Directors elected for two year terms are Layne H. Martin, GTM, Gould-National Batteries, Inc.; John G. Schinka, Mgr., Transportation & Distribution Dept., Armour & Company, and Walter W. Drumb, GA, Soo.

Seattle-Portland Passenger Train Service

Under the rotating plan, the Union Pacific Railroad will take over operation from Great Northern Railway of night pool line trains 401 and 402 between Portland and Seattle effective April 15, 1956. During the period of Union Pacific operation, these trains will leave from and arrive at the Union Station, Seattle.

We regret that due to unforeseen and unavoidable circumstances, publication of this, the March 1956 number of The Great Northern Goat, has been subject to considerable delay. Plant Seeds Reap Friendship

During the week of March 11-18, Camp Fire Girls celebrated their 46th anniversary of their organization, which was founded March 17, 1910. As part of their birthday celebration, they adopted a national program of sharing food with our neighbors in the Far East. Camp Fire Girls are "planting seeds and reaping friend-ship."

In certain Asiatic countries, a tiny garden plot must provide the supply of food on which a whole family subsists. Many of these people cannot pay the price for seeds they would like and need to plant. Because Camp Fire Girls are concerned about the needs and welfare of others, they are sending seeds so that these families may plant gardens and live happier, healthier, more productive lives.

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Seeds such as cabbage, beans, peas, tomatoes, onion and corn are being packed by Camp Fire Girls and being shipped to Burma, Ceylon, East Pakistan and The Republic of the Philippines. Each bag of seeds carries the message, "Friendly greetings from the Camp Fire Girls of the United States."

Because the understanding which deepens friendship grows from knowledge about the way people feel, think and live, the food they eat, the games they play, the songs they sing, Camp Fire Girls are learning many things in their "Plant Seeds . . . Reap Friendship" project.



Fourteen

Glanings Members of the Veterans' Associa-

Members of the Veterans Association of the Great Northern Railway reported deceased during February, 1956, are: Katherine M. Braun, clerk, St. Paul, Minn.; Henry G. Ford, engineer, Seattle, Wash.; Patrick J. Foley, engineer, Breckenridge, Minn.; Thomas J. Kelly, agent, Fergus Falls, Minn.; Peter J. Kjeldsen, carman, Allouez, Wis.; William J. Lawler, yardmaster, Willmar, Minn.; John M. Phillipp, carman, Fargo, N. D.; George S. Porter, painter, St. Paul, Minn.; Stewart P. Robertson, agent, Renton, Wash.; Carl V. Woodstrom, conductor, Crookston, Minn.; Paul H. Zibell, freight checker, St. Paul, Minn.

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Members reported pensioned during February, 1956, are: George S. Black, conductor, Minot, N. D.; Charles C. Bushey, switchtender, Minneapolis, Minn.; Harry P. Corrigan, engineer, St. Paul, Minn.; Arthur W. Deleen, general superintendent dining cars, St. Paul, Minn.; A. Leo Keller, engineer, Superior, Wis.; Howard W. Leopard, conductor, St. Cloud, Minn.; Arthur R. Lewis, assistant freight claim agent, St. Paul, Minn.; Frank E. Moran, carman, Spokane, Wash.: Carl Nelson, engineer, Grand Forks, N. D.; Archie G. Peterson, engineer, Minot, N. D.; Hans L. Peterson, water pumper, Williston, N. D.; Fred S. Smith, switch foreman, Great Falls, Mont.; Roy M. Searle, telegrapher, St. Cloud, Minn.; Arthur D. Sturley, purchasing agent, St. Paul, Minn.; Harry A. Sweeney, freight claim agent, Seattle, Wash.; Albert N. Webb, way-bill clerk, St. Paul, Minn.; Gustaf Wallin, baggage trucker, Minneapolis, Minn.

J. E. Walker of St. Paul, Great Northern general claims agent, retired effective March 1, 1956. He is succeeded by R. W. Plunkett, with the title of general claims attorney.

Plunkett's successor as assistant to the general claims attorney, is J. D. Munson, former district claim agent at Seattle.

An article in the Great Northern Goat for February listed the new position of Arthur L. "Bud" Scott of San Francisco as Great Northern's assistant passenger agent.

This is incorrect. Mr. Scott, long-time Great Northern general agent, passenger department, on February 1 was promoted to the position of assistant general passenger agent. As such he has jurisdiction of passenger solicitation matters for the states of California, Arizona, Nevada and New Mexico.

Fifteen

PROGRESS IS A GREAT NORTHERN HABIT

1956 Season - June 15 to September 10

Glacier National Park

in the rugged Montana Rockies on the main transcontinental line of

Great Northern



St. Mary Lake rimmed by rugged mountain grandeur

Reservations are now being accepted for one, two or three-day stop-over motorbus tours of glorious Glacier National Park. A thrilling vacation begins the moment your patrons step aboard Great Northern's streamlined vacation train, the Western Star.





The Great Morthern

GOAT

APRIL 1956

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One of many high points in the three-day celebration is the Queen's Ball which follows the Coronation.

The Grand Parade of the Washington State
Apple Blossom Festival is rated among the ➤
top ten big parades in the United States.



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Thirty-Seventh Apple Blossom Fete

The Washington State Apple Blossom Festival is celebrated annually on Thursday, Friday and Saturday preceding the first Sunday in May in Wenatchee, Washington, known the world over as "The Apple Capital of the World." Washington State annually produces approximately 30 per cent of the nation's commercial apple crop. Wenatchee, shipping point each year for an average of 18,000 refrigerator carloads of choice Washington apples via Great Northern Railway through its huge Appleyard terminal, thus earns its title.

On May 3, 4 and 5, 1956, Wenatchee will celebrate the 37th annual Festival, saluting the State's \$100,000,000 apple industry. More beautiful and elaborate on every succeeding occasion, this civic celebration is Wash-

ington's largest and best attended show, with over a hundred thousand people attending the festivities.

The Grand Parade is a thrilling spectacle on Saturday, May 5, when the Apple Blossom Queen and her court of 40 princesses ride in state on their regal floats. This two-hour procession includes the Northwest's finest marching bands, smart-stepping drum majorettes, colorful floats and uniformed riding units.

Royalty is presented at a Pageant on Thursday night, and the glittering Coronation of the Queen takes place in a starlight ceremony on Friday evening, followed by the Queen's Ball. The Appleland Follies closes the festivities on Saturday evening. Other distinctive features of the three-day pro-

(Concluded on next page)

Two

APPLE BLOSSOMS—concluded

gram include an industrial and agricultural exposition, horse shows, band jamborees, a school parade and a

fireworks display. The Washington State Apple Blossom Festival has the distinction of being the first and largest Apple Blossom Festival in the United States. It began in 1920 when the Ladies Musical Club sponsored the first modest festival, a one-day event staged in Wenatchee Memorial Park. The following year the precedent of selecting a Queen from among the senior girls at Wenatchee High School was established. The Festival Committee added a parade and other entertainment features and invited other North Central Washington communities to participate. Since that year, the Festival has been sponsored by the Wenatchee Chamber of Commerce.

The program developed gradually over the years and has grown to three full days of varied entertainment and two major parades, the School Parade with 4,000 students participating; and the Grand Parade, which is rated among the top ten big parades staged annually in the United States.

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50 Years of Boys' Clubs

Boys' Clubs of America, formed in 1906, is celebrating its Golden Anniversary this year. Boys' Clubs, in a very special way, have been for 50 years, a sort of parental annex. While no organization can replace a parent, the Boys' Clubs of America offer that all-important necessity for a boy—a place of his own.

There are more than 435 such Boys' Clubs across the nation, serving more than 400,000 boys, and providing vocational training; guidance in arts and crafts; a program of supervised athletics; an opportunity for wholesome recreation in game rooms; a well-stocked library, and trained leaders who seek to develop good citizenship through the promotion of juvenile decency. Traditionally non-sectarian, Boys' Clubs have always emphasized basic religious precepts.

With organizational headquarters in New York City, the vast network of member clubs stretches from coast to coast. All are supported by their own Community Chests or United Funds or by independent fund appeals.

The national organization establishes standards and methods; develops programs and program materials; plans building and equipment; recruits, trains and places club workers; publishes periodicals, booklets and bulletins; carries on a national interpretation and publicity program, and furnishes guidance, plans and materials, and, in general, promotes the development of the movement throughout the country. Individually, however, Boys' Clubs in cities both large and small, are doing a job that is important for the present and imperative for the future: they are building the citizens of tomorrow.

Three

The Great Northern

Vol. 26 April, 1956

No. 4

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

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



Jolly Ann Sachs of Wenatchee, has been chosen queen of the 37th annual Washington State Apple Blossom Festival to be held in Wenatchee May 3, 4 and 5.

Four

Your Railroads

Strong railroads are vital in wartime and they "can be neglected only at grave peril to our national security and survival." So warns General James A. Van Fleet, former commander of the 8th Army in Korea, in a book just published by the Association of American Railroads.

The General declared that "in any future national defense emergency, as in all past military efforts since the railroads came into being, we shall without doubt have imperative need for the quantity and type of transport which only the railroads can supply."

"Therefore," the General maintained, "we have now and always will have vital need for strong, vigorous, progressive railroads, with reserves on traffic capacity and trained manpower upon which the armed forces can draw for their own combat and strategic requirements."

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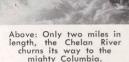
General Van Fleet said that "to maintain such a rail plant in readiness, it must be used in peacetime."

Pointing out that experience in the two World Wars and in Korea demonstrated plainly that "the railroads of the United States are a great basic military asset," the General continued:

"They are as much a part of the military strength of the nation as our Army, Navy, Air Force and Marines, because none of these great armed services could long operate without the logical support which the railroads provide. No other form of transport, nor all other forms combined, could take over the job of railroads, because they all lack some of the inherent characteristics on which the military value of railroads is based."



Below: Looking toward the head of lovely 55-mile Lake Chelan in Washington State.



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Trail Riders to Visit the Lake Chelan Country

Few people have the time, the money, or the experience necessary to organize a wilderness expedition. Consequently, if these last frontiers are truly to serve the American people, it is necessary to provide simple and relatively inexpensive means for their enjoyment.

Organized in 1933 by the American Forestry Association as one of its educational services, Trail Riders of the Wilderness is serving such a purpose, and has become a definite factor in the national plan for greater educational and recreational opportunities. As a group, they represent a means by which the public at reasonable cost may fully enjoy the beauty and majesty of true primitive country under experienced and organized leadership.

The high, rugged Glacier Peak-Lake Chelan country of the Wenatchee and Mount Baker National Forests will be the scene of a Trail Riders of the Wilderness expedition August 20 to 31, 1956.

The party will headquarter at Wenatchee, and will enter the wilderness at Trinity Mines on the Chiwawa River, then travel on up Buck Creek to camp at Buck Creek Pass near snow-capped Glacier Peak. The Riders will continue past Fortress Mountain over Middle Ridge to camp at Image Lake, 6,200 feet in elevation. Then the ride will be through beautiful subalpine country, past old Glacier Mines, through 6,800-foot Suiattle Pass and over Cloudy Pass to

(Concluded on page 6)

Five

Transfers to New York



Tierney

Joseph L. Tierney, Great Northern Railway's New England passenger agent at Boston, Mass., since 1949, has been named district passenger agent at New York City, succeeding the late J. E. O'Connell.

The appointment is effective April 16. Tierney, a native of Cambridge, Mass., joined the railway in 1942 as a stenographer and clerk in its San Francisco city ticket office. He was city passenger agent there from 1943 until 1949 transfer to Boston as New England passenger agent.

TRAIL RIDERS—concluded

beautiful Lyman Lake. Then on to the Agnes Meadows down Agnes Creek past Seven Sisters Peak to High Bridge and up the Stehekin River to Bridge Creek, Rainy Lake and Mac-Alester Lake, then down Rainbow Creek to the head of Lake Chelan, where the party will board the "Lady of the Lake" for a 55 mile cruise to Chelan, and the return 40-mile trip to Wenatchee.

Each expedition is carefully organized by the American Forestry Association on a non-profit basis, the riders paying an equal share in the cost of organizing and equipping the party. Only expert guides, packers, wranglers and cooks are employed. Riding and pack horses are thoroughly trained to mountain travel. A physician is assigned to each expedition. Foresters and rangers usually ride with the parties, as do representatives of the Association. Details and costs may be obtained by writing to The American Forestry Association, 919 17th Street, N. W., Washington, D. C.

Heads Agents Group

John T. Farmer, Foreign Freight Representative of Union Pacific Railroad, has been installed as president of the Railroad Foreign Freight Agents' Association of Chicago for 1956. He succeeds William B. Tiebout, Foreign Freight Agent of Central of Georgia RR, who becomes Chairman of the Board.

Other RRFFAA officers for 1956 are: J. J. Evich, FFA, Norfolk & Western, vice president; A. H. Andriese, FFR, Pennsylvania RR, secretary; H. W. Larson, FFA, Southern Pacific, treasurer.

Directors include A. T. Borgman, NYC; D. C. Griffiths, B&O; W. E. Murray, GN; F. J. Cerny, CN-GT; C. W. Sheldon, SF, and R. J. Cafarella, Frisco.

Fare Hike Asked

The western and eastern railroads have petitioned the Interstate Commerce Commission for authority to increase passenger fares by five per cent on May 1. Commutation fares would not be affected.

In western territory, generally, one-way first class fares would be increased slightly less than 2/10 of a cent a mile and one-way coach fares a little over 1/10 of a cent a mile. Present general basic western fares are 1½ cents a mile, first class, and 2½ cents a mile, coach. Proportionate increases are proposed for round trip fares.

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Despite many sharp increases in operating costs, the western railroads have held passenger fares below the level effective in 1929. Additional passenger revenue is now needed to help meet the increased operating costs and finance further improvements in passenger service.

The last general increase in western passenger fares was made in 1948.

At this point centuries ago was a mighty cataract that exceeded Niagara's volume by some 40 times.

The Dry Falls of the Columbia River

The Dry Falls of the Columbia are the result of a stupendous upheaval of nature 100,000 years ago.

Once the mighty river, at this point some three and one half miles from bank to bank and roaring over a 400-foot drop over sheer cliffs, formed a cataract of such proportions that it exceeded Niagara's volume by some 40 times. Some cataclysmic upheaval ages ago turned the Columbia from this prehistoric channel and forced it to carve out its present course.

Located near Grand Coulee Dam in north central Washington, the ruggedly picturesque Dry Falls area and the chasm to the southwest have been reserved for the use of the public as a state park. Looking eastward may be seen two of the five giant horseshoes over which the flood waters of the ancient stream plunged in the mightiest cataract of all time.

Countless centuries of volcanic eruptions, lava and glacial flows, the action of erosion, the lakes formed by water remaining in the river bed and the surrounding geologic phenomena have combined to make the Columbia River Mystery Dry Falls area one of the most interesting recreation centers in the Pacific Northwest.

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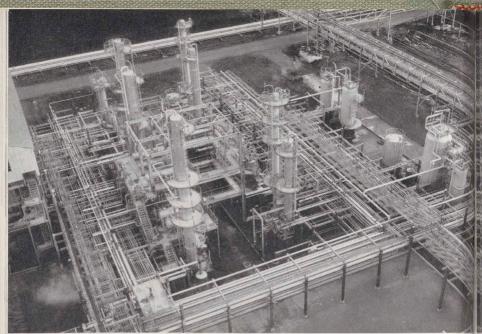
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The maze of piping and towers that comprises the polymerization unit at Shell Oil Company's new Anacortes Refinery.

INDUSTRIAL PROGRESS along GREAT NORTHERN RAILWAY

Shell Refinery at Anacortes, Washington

Early in 1953 when it became apparent that expansion of Shell Oil Company production facilities into the Pacific Northwest could no longer be denied, a party of company officials toured the Puget Sound area in Washington, in search of a site which would best combine adequate land, transportation facilities and labor supply.

A growing demand for petroleum products in the region came at a time when crude oil supplies to California refineries were at a limit. California's water shortage and high costs of new refinery locations there added to the pinch.

After inspecting some 30 possible

sites for a 50,000-barrel refinery, the Shell locators decided that March's Point, across Fidalgo Bay from Anacortes, Washington, best met requirements in all respects.

Transportationwise the pleasant city of some 6,000 population had a deep seaport and was served by Great Northern Railway. The fact that the location was within easy access for an

extension of the Trans-Mountain pipeline which linked the Alberta oil fields with the Pacific Coast of Canada not far from Puget Sound, assured an adequate and uninterrupted source of crude.

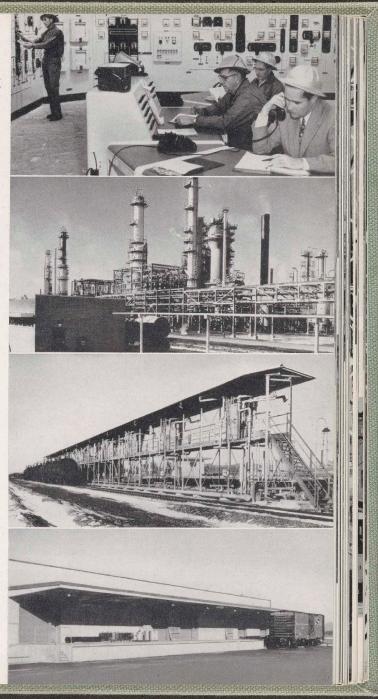
(Concluded on page 10)

Nerve center of the Anacortes Refinery is the crude oil distillation control room.

The huge catalytic "cat" cracking unit. Spur track in foreground is for chemical unloading.

The tank car loading rack will accommodate 16 cars at a time, eight on each side.

Supplies necessary for refinery operation are stored in this spacious warehouse.



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INDUSTRIAL PROGRESS concluded

But of equal importance, Anacortes would be a community friendly and cooperative to new industry. The city had known many decades of occasional high hopes in this respect, but actually industrial growth had been relatively small. It had lumber mills, a fishing fleet, and a plywood pulp mill. It also enjoyed a prospering tourist trade, but the rosy predictions of the earliest settlers who had called their town the "Manhattan of the West" had scarcely come to pass.

Even in August of 1953 when clearing of the proposed site actually began there was little to impress the public, little to assure Anacortes that the day of accomplishment was actually at hand. And before April 1954 when the Betchel Corporation began laying foundations for the \$75,000,000 installation there still were those who were unimpressed.

But crews soon were building tanks, laying pipelines, and fabricating the huge distillation units and other facilities. At the peak of construction activity, 3,100 men were on the job.

Anacortes absorbed this rapidly increasing payroll with minor dislocation largely because the Chamber of Commerce established a clearing house for homeseekers, a housing bureau which listed all local rooms, apartments and dwellings available to a frequently changing group of newcomers. Through cooperation with this bureau and local home builders. Shell officials were able to make periodic estimates on the needs of their operating people for permanent housing. These operating people, supervisors and technicians from other Shell installations were brought onto the scene in small groups and, in the great majority of cases, homes were available for them to rent or buy. Eighty per cent of the permanent workers were hired locally.

Before Shell management could

construct its own fresh water supply facilities, city officials of Anacortes approached the company with their own plan. With a contract for its daily need of 3,000,000 gallons of clean water Shell could give the city the basis for a bond issue to build a new municipal water system large enough to serve more and more industry. The deal was made.

The community has taken other steps to make city and industry grow together. In December 1955, two months after construction workers had gone elsewhere to other work, and key Shell employes came to form the nucleus for the force recruited in the area. Anacortes "old-timers" were hosts to Shell "newcomers" in a Community Mixer. At this affair, each wearer of an old-timer badge was under obligation to his community to meet and talk with every person who sported a newcomer badge. As a result, there are few strangers among the more than 7,500 present residents of Anacortes.

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Today the Shell plant is about to reach peak production with an employment roster of approximately 500 workers, and Anacortes has become a refinery city.

FRP Fellowship Program

The Federation for Railway Program has announced its Fourth Annual Fellowship Program under which three \$1,000 scholarships will be awarded to selected employes of Class I railroads.

To be eligible for the awards, an employe must be under 35 years of age and have had two years experience with a railroad, and eligible candidates must file with the Federation by June 1. Judges for the contest are FRP chairman James G. Lyne; David I. Mackie, chairman of the Eastern Railroad Presidents Conference; and FRP president William N. Leonard of Hofstra College.



Just In Time

A problem child was becoming too well acquainted with the principal's office. One day the principal showed her annoyance.

"This makes the fifth time I have punished you this week. What have you to say for yourself?"

"I'm glad it's Friday."

Hearing Things

A second floor tenant called the party below and shouted, "If you don't stop playing that blasted saxophone I'll go crazy."

"I guess it's too late," came the reply. "I stopped an hour ago."

It's Never Quiet Long

Things had been very quiet around the police station for quite a while and the desk sergeant was worried.

"I don't know what to think!" he exclaimed one morning. "Here's a whole week gone by and no robberies, no murders, no drunk or disorderly cases—and not even a traffic arrest. If something doesn't happen pretty soon, they'll be laying us off."

"Don't worry about a thing, Sarge," replied a patrolman. "Something's bound to happen soon. I've still got a lot of faith in human nature!"

Juvenile Secretary

A businessman, phoning an associate at home, was answered by a child. "Tell him that Mr. Smith called," he said.

"Wait till I get a pencil and paper," the child replied, then, "How do you spell Smith?"

"S-M-I," the man began. Then there was a labored silence. Finally the difficulty was explained.

"How," asked the child, "do you make a 'S'?"

Not Obligated

The boss returned in a very good humor from lunch and called the staff in to listen to a couple of jokes he had picked up. Everybody but one girl in the corner laughed uproariously. "What's the matter?" grumbled the boss. "Haven't you got a sense of humor?"

"I don't have to laugh," said the girl. "I'm leaving Friday."

Not So Silly

"Pa'son, will yo' all pray fo' my floating kidney?"

"Certainly not! How silly!"

"Ah don' think it's so silly. Last Sunday yo' prayed fo' de loose livers."

Eleven

THE STREAMLINED RED RIVER

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TIONALS

Presidents Confer



Officers of the Treeko Company meet with GN President John M. Budd.

The president of the Treeko Company paid a courtesy call on the president of Great Northern Railway Company recently to give an informal report on the progress of the Junior Achievement firm which the railway sponsors.

President John M. Budd was pleased to hear from President Cedric Scofield that the Treeko Company's product, the Handi-Holder, is selling so successfully that the firm will declare a 10 per cent dividend to its stockholders before final liquidation on May 1.

Accompanying Scofield were most of the Treeko Company's 20 officers and employes. Also on hand were the four Great Northern advisers who have met weekly with the high school youngsters since last October, counseling them on such matters as organization, finance, sales and production. Advisers are Tom Green, Mike Smiland, Ray McMahon and Roland Nord.

Vacationing's Great in Washington State

During 1955 nearly three and a half million visitors spent \$360,000,000 vacationing in Washington State. With the realization that the travel

industry is growing more competitive each year, Washington State is out to get its share of visitors in 1956 with the most inclusive advertising campaign ever undertaken, according to the Washington State Advertising Commission at Olympia.

As a member of the Pacific Northwest Travel Association, Washington is participating in travel shows at San Francisco, Kansas City, Chicago, Detroit, Cleveland, Minneapolis, Los Angeles and Texas. The spring magazine and newspaper advertising campaign got underway in February with a four-color, full page joint ad on the Pacific Northwest sponsored by Oregon, British Columbia, and Washington.

The state's efforts will include 25 color and black and white advertisements in national magazines including such circulation giants as Saturday Evening Post, Colliers, Time, National Geographic, American, New Yorker and Holiday.

During the warmest days of the summer, TV and radio announcements in hotbelt areas will proclaim that "It's Cool, It's Green, It's Great, in Washington State!"

Letters have been pouring in on an average of 540 each working day as a result of the spring advertising which is utilizing regional newspapers and national magazines in the most ambitious campaign ever conducted by the State of Washington. At present, inquiries are running ahead of last year's by approximately 20,000 letters.

To meet the demands of an expected 100,000 letters of inquiry and to supply out-of-state chambers and travel bureaus with vacation material, Washington has printed nearly 2,000,000 pieces of new literature.

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A new color and sound 16 mm. motion picture called "Washington Wonderland" is now available for screening anywhere in the United States at no cost other than nominal shipping charges.

Twelve



Above: A three-day Fine Arts Fair will be conducted on the sidewalks of Spokane's Civic Center in Greenwich Village fashion.

Left: Sparking the Lilac-Time Show and Lilac Festival-Armed Forces Day parade will be majorettes and bandsmen from a score of Northwest schools.

Springtime in Spokane is Lilac Time

Spring is in the air—and Springtime in Spokane, Washington, means Lilac Festival time.

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Springtime, appropriately enough, is the theme for the 1956 Lilac Festival, this year to be held May 14 through 20. Conceived in the early 30's and first observed as a civic celebration in 1938, the annual floral event is fast taking its place among the first-class community celebrations in the United States.

The Festival is built around the colorful lilac, which grows profusely in the Spokane area's slightly acid soil and favorable climate. Lilacs in pure whites, traditional purples and near reds and blues abound at Lilac Festival time. The flowers form a backdrop for the big civic event of the "Queen City of the Inland Empire."

Because of the proximity of Armed Forces Day on May 19, the Spokane (Concluded on page 14)

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



MacMillan

E. F. MacMillan. Transportation Consultant. was named president of the Traffic Club of Washington, D. C. for 1956-57, at the organization's election dinner meeting held in March.

Named to serve with him as officers are Vergil M. Perry, Gulf, Mobile & Ohio RR, first vice president; Stanley B. Hoveland, General Services Administration, second vice president; Mercer M. Rich, Multi Carrier Service, secretarytreasurer. Retiring president is J. C. Batham, Santa Fe.

Directors are: James R. Henderson, Union Pacific; William F. Hoagland, Pennsylvania RR; Ollie E. Schick, Missouri-Kansas Texas Lines; Zachary Taylor, Potash Co. of America.

AAR Honored

The Association of American Railroads has been awarded an Honor Certificate from Freedoms Foundation for its convocations in Negro colleges and universities.

The presentation was made by Dr. Kenneth D. Wells, president of the Foundation, in the Old Supreme Court Chambers in Washington, D. C., and the certificate stated that the award is for "an outstanding achievement in bringing about a better understanding of the American way of life during 1955."

The project for which the A.A.R. received the certificate is known as "Railroads on the Campus." Beginning in the spring of 1952, the A.A.R. has conducted a special program in which 41 Negro colleges and universities in various parts of the country have participated.

military establishment again will closely coordinate its activities with those of the Lilac Festival Association. In recent years, the military has shared the spotlight on an equal basis with the Association during Festival Week.

Kickoff event will be a Western dance jamboree at Spokane Coliseum May 16. On May 17 at the Coliseum the Lilac Festival Coronation-Armed Forces Day Ball will feature the identification and crowning of the Queen and selection of princesses. A "military man of the year", picked from personnel of Spokane military units will serve as the Queen's escort.

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A three-day Fine Arts Fair will be conducted on the sidewalks of the Civic Center in Greenwich Village fashion. Local artists will paint and sculpture under the eves of passersby.

The largest collection of lilacs ever assembled in the Northwest will be displayed at the Lilac and Spring Flower Show May 18 through 20 at the Coliseum. This event will be sponsored and staged by an estimated 1,000 members of nearly 70 garden clubs in the Spokane area. Also on the agenda is a huge Lilac-Time Show at Spokane Memorial Stadium, an event of pageantry and professional acts including 3,000 bandsmen from a score of Northwest schools.

Events of Boys' and Girls' Week are being timed to coincide with the Festival. A Junior Parade will be held on May 12, and a concert of sacred music, Fine Arts Day and other events are being scheduled.

Crowning event of the observance will be the Lilac Festival-Armed Forces Day parade May 19, a twohour riot of color, bands, marching units, floats and military displays. The parade attracted more than 250,000 persons to Spokane in 1955, and units from four states and Canada were in the line of march.

Fourteen

Glanings -

Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1956, are: William S. Byrne, conductor, Sioux City, Iowa; George M. Clary, conductor, St. Cloud, Minn.; John M. yardmaster, Minneapolis, Cullen, Minn.; Robert Gantt, conductor, Sioux City, Iowa: Oval S. Hatler, vardmaster, Havre, Mont.; Ole Knutson, train baggageman, Minneapolis, Minn.; Arthur C. Miller, machinist inspector, Hillyard, Wash.; Mabel V. Okeberg, clerk, St. Paul, Minn.; Leo Ponsonby, engineer, Minneapolis, Minn.; Frank Richter, engineer, Whitefish, Mont.; Orville E. Scott, B & B carpenter, Hillyard, Wash.; Bruce W. Smith, agent, Hunter, N. D.; Reuben E. White, engineer, St. Paul, Minn .: Frank Walt, Sr., tankman, Cashmere, Wash.

Members reported pensioned during March, 1956, are: Harry B. Atkinson, conductor, Havre, Mont.; Axel A. Bjorklund, conductor, Minneapolis, Minn.; William F. Cloone, assistant chief dispatcher, Minot, N. D.; Charles L. Duff, carman, Whitefish, Mont.; William F. Doane, general agent, Philadelphia, Pa.; Herbert A. Johnson, agent & operator, Sandstone, Minn.; Arthur J. Mason, conductor, Kelly Lake, Minn.; Thomas E. McShane, machinist, Havre, Mont.; George Y. Osheta, section foreman,

Ryegate, Mont.; Alexander C. Parke, section foreman, Mayville, N. D.; George L. Peters, machinist, Grand Forks, N. D.; Ted Howard Peterson, engineer, Spokane, Wash.; Bruce Patterson, switchman, Minneapolis, Minn.; Alfred P. Petersen, traveling district auditor, St. Paul, Minn.; Grover D. Walker, conductor, Havre, Mont.; John L. R. Zachrison, draftsman, St. Paul, Minn.

Great Northern Railway Traveling Auditor A. C. Ohlander of St. Paul has been elected president of the Twin City Traveling Auditors Association. I. R. Shaw, Chicago Great Western Railway is secretary.

Simmons-B o a r d m a n Publishing Corporation will commemorate the 100th anniversary of the founding of the WESTERN RAILROAD GAZETTE, predecessor of RAILWAY AGE, by publication of a special centennial number on September 17, 1956. It will feature railroading yesterday, today and tomorrow.

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ONE GLORIOUS TOUR!

GLACIER PARK



COMBINED WITH

PACIFIC NORTHWEST



Escorted TOP O' THE WEST ECONOMY VACATION TOUR

Glacier National Park
Portland — City of Roses
Columbia River Highway
Mt. Hood — Timberline Lodge

Puget Sound — Ocean Shipping Mt. Rainier — Paradise Inn Seattle — Busy Seaport Victoria — England in America

FROM CHICAGO AS LOW AS \$2

Leave Chicago every Sunday June 24, through August 19.

GO GREAT...

GO GREAT NORTHERN STREAMLINERS

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

The Great Morthern

GOAT

MAY 1956 95

GN "Yellow Leighton"



Pictured above is a new variety of chrysanthemum developed at Great Northern's greenhouses at Monroce, Washington, by Tony DeRooy, the railway's supervisor of parks. The new mum "sport" was discovered there a few years ago and this year is being introduced to the commercial florist trade.

Called "Yellow Leighton", it is a yellow sport of the variety Susan B. Leighton, a Japanese Lace type mum. Size is about seven inches across with petals spread to the maximum stretch. The flower has a slight green cast at the center which lends itself well to green containers and chartreuse accessories. It is expected to become very popular with florists and home gardeners alike as it is quite hardy.

Stommish Dates June 1-3

The Lummi Stommish Water Carnival dates at the Lummi Indian Reservation near Bellingham, Washington, have been set for June 1, 2 and 3.

The unusual celebration is sponsored by the John H. Kittles Post of the American Legion, one of the all-Indian Posts in the Northwest.

Departmental Merger

Great Northern Railway's Industrial and Agricultural Departments have been consolidated with the purpose of accomplishing a more effective coordination of development work in both fields.

Activities of the new department are closely integrated with overall operation of Great Northern's Freight Traffic Department, under the supervision of W. E. Nicholson, general freight traffic manager, sales and service.

Director of the new Industrial and Agricultural Development Department is E. N. Duncan, who has been the railway's top agricultural man since 1951.

Other appointments in the consolidated department are:

J. J. Hare, assistant to the director, St. Paul; E. H. Thomas, assistant director, agricultural development, St. Paul; R. V. Backstrom, industrial and agricultural development agent, Seattle; L. A. Richardson, industrial and agricultural development agent, Ephrata, Washington; Fred Sanborn and C. E. Jarrett, industrial and agricultural development agents, Great Falls, Montana; Paul C. C. Wagner and E. M. Gregory, industrial and agricultural development agents, Fargo, North Dakota; R. E. Nelson, industrial and agricultural development agent, St. Paul.

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R. C. Wentz, assistant director, industrial development, St. Paul; W. L. Tilton, industrial development agent, St. Paul; R. J. Wellein, industrial development agent, Seattle.

Apple Association Will Convene in August

The 62nd Annual Convention of the International Apple Association is scheduled to be held in Atlanta, Georgia, August 13, 14 and 15, 1956.

Two



GN President John M. Budd congratulates scholarship award winner Gerald D. Middelstadt. Looking on is George B. Risty, chairman, Great Northern's Scholarship Selections Committee. Other winners (in insets) are, left, Fredrick D. Williamson and right, Stanley J. Underdal.

First Great Northern Scholarships Awarded

Winners of three college scholarships awarded for the first time this year by Great Northern to sons of its employes were recently announced by John M. Budd, president of the railway.

The youths and their schools are: Gerald D. Mittelstadt, Technical High School, St. Cloud, Minn.; Stanley J. Underdal, Shelby High School, Shelby, Mont.; and Fredrick D. Williamson, Williston High School, Williston, North Dakota.

The awards are \$750 per year for four-year scholarships. Winning students are permitted to select any accredited college or university. Each has also been offered summertime employment on the railway.

Selection of the award winners

from a field of 60 qualified applicants was made by a committee of six Twin City business, labor and educational leaders, headed by George B. Risty, director, Bureau of Student Loans and Scholarships, University of Minnesota.

"We are exceedingly proud of these three sons of Great Northern families," said Mr. Budd in announcing the awards. "In fact, the caliber of all the applicants was so high that the committee was faced with a challenging and difficult task in making even the preliminary selections."

The educational awards are the first to be given under a scholarship plan established last October. Similar awards will be made annually to sons of the railway's employes in the United States and Canada.

Three

The Great Northern

Vol. 26

May, 1956

No. 5

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

J. M. HAGEN, Editor

All communications should be addressed to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



Sailboats on Puget Sound near Everett, Washington. Hat Island in the background. Hertz photo.

with \$61,015,000 III

Your Railroads

Class I railroads in 1955 spent \$1,637,075,000 for fuel, materials and supplies, excluding equipment, according to the Association of American Railroads. This was an increase of \$212,314,000 compared with 1954.

For fuel alone, the railroads spent \$453,852,000 in 1955 compared with \$433,310,000 in 1954. Expenditures for bituminous and anthracite coal totaled \$76,731,000 in 1955 compared with \$81,013,000 in 1954. Expenditures for diesel fuel oil totaled \$331,766,000, an increase of \$23,994,000 compared with 1954.

Expenditures for iron and steel products of all kinds in 1955 amounted to \$509,829,000 compared with \$406,476,000 in 1954. For track material such as steel rails, frogs, switches, track fastenings, etc., expenditures totaled \$198,183,000 in 1955 compared with \$163,769,000 in the preceding year. Car forgings, iron and steel and fabricated or shaped steel for passenger and freight cars totaled \$35,862,000 compared with \$24,464,-000 the year before. Expenditures for locomotive and car castings, beams, frames and car roofs amounted to \$72,000,000 compared with \$60,722,000 in 1954.

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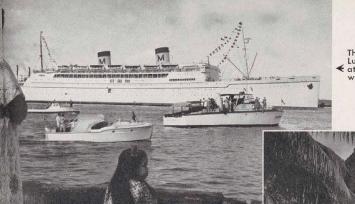
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For miscellaneous products including cement, lubricating oils and grease, ballast, electrical materials, stationery and printing, supplies for dining cars and restaurants, interlocking and signal material, and many other items, Class I railways in 1955 expended \$554,865,000 compared with \$470,545,000 in 1954.

Class I railroads also spent \$118,-529,000 for forest products in 1955 compared with \$114,430,000 in 1954. Purchases of cross ties and switch and bridge ties totaled \$72,933,000 compared with \$80,230,000 in 1954. Purchases of lumber and other forest products approximated \$45,596,000 compared with \$34,200,000 in 1954.

Four



The famed luxury liner Lurline about to dock ← at Honolulu, T.H. Hawaii Visitors Bureau photo.

Historic Kawaiahao church was built more than a century ago with coral from Hawaiian waters and lumber brought from New England on clipper ships around Cape Horn.

Hawaii's Summertime Attractions

Hawaii's prime attractions are its beaches and the glistening sand, lazy surf, 70-degree ocean and nodding palm trees that are as free as the flower-scented air.

One of the year-around attractions in Waikiki's Kapiolani Park is the Sunday concerts by the famed Royal Hawaiian band. The open air concerts include hulas and Hawaiian singing. The band also plays for ship arrivals and departures, special events and parades. It was organized nearly a century ago during the Hawaiian monarchy and today is under the Honolulu city and county government.

The Royal Hawaiian band will be featured during one of Hawaii's most festive holidays, Kamehameha Day on June 11. On this anniversary honor-

ing the ruler who unified the Hawaiian Islands, Kamehameha the Great, Hawaiian societies gather for ceremonies before the lei-draped statue of the king opposite Iolani Palace in Honolulu. A parade, with floats, pa-u or sidesaddle riders, and bands is held.

During the month of August, the annual hula show takes over the Kapiolani park stage from the band. On the four Sundays during the month, public and private hula classes are presented in the dances of old and new Hawaii. The dancers range in age from tiny keikis (children) to teen-agers and even elderly grandmothers. The programs are open to the public without charge.

Hula shows for camera fans are (Concluded on page 6)

Five

MARK WITH THE RIGHT PENCIL!



Heads Seattle Chamber

Joseph E. Gandy, automobile company executive has been elected president of the Seattle Chamber of Commerce, replacing George M. Dean.

Dean left the presidency at midterm to become an assistant vice president of the American Telephone & Telegraph Company in New York City.

Gandy was a Seattle attorney before entering the automobile business in 1946. He was a founder of the Seattle Junior Chamber of Commerce and is a past president of the United Good Neighbor Fund drive and a past president of the Seattle Symphony Orchestra Association.

Replacing Gandy as Chamber vice president is Louis K. Bye, a member of the board of trustees since 1953. Bye is general manager of Sears, Roebuck & Company mail order division for the Pacific Northwest and Alaska. In 1952 he was president of the Seattle-King County Community Chest and Council.

May Geographic Features Glacier

"Many-Splendored Glacierland" is the featured 48-page article in the May issue of "The National Geographic Magazine."

Author of the article is assistant editor George W. Long who spent last August in Glacier. The article contains 46 illustrations—40 of them in color. Photographer Kathleen Revis worked in the Park during July and August.

Extra copies of the May issue can be obtained by sending 75 cents to the National Geographic Society, Washington 6, D. C.

HAWAII—Conclusion

weekly events at three Waikiki locations each Tuesday, Wednesday and Thursday. Dancers and other performers in native costume put on programs especially designed for photographers.

In addition to these free events, other summer entertainment includes Polynesian floor shows in hotels and night clubs on the islands of Oahu, Hawaii, Maui and Kauai, fashion luncheons, tours of Oriental temples, guided car and bus tours around the various islands, deep sea fishing, luaus or feasts, and the fishing festivals called hukilaus.

Tours of the Neighbor islands from Honolulu provide a change of pace from the cosmopolitan city and busy Waikiki. Ten o

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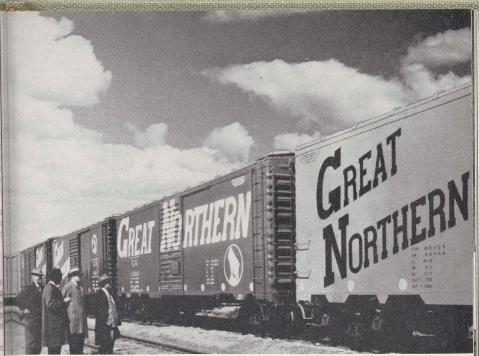
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Hawaii-bound vacationers from the East and Midwest may travel in one direction, to or from shipside at San Francisco, via Great Northern Railway through the evergreen Pacific Northwest, at no additional round trip rail fare than is charged when direct routes are used in both directions. The streamlined Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California.

Six



Great Northern officials inspect the colorful string of box cars, custom painted at the railway's St. Cloud, Minnesota shops.

Great Northern "Circus Train"

Ten of the gayest dressed box cars ever seen on an American railway were speeding westward over the main line of Great Northern recently, en route from the Twin Cities to Seattle.

All along the line veteran rail-roaders and others wagged their heads in disbelief at what they saw. It was inevitable that the colorful string of cars—decked out in Easter egg shades of red, orange, green and gray—would quickly be dubbed "the circus train".

However, there was a serious purpose behind this seemingly frivolous salute to Spring. For some time now, Great Northern officials have been considering the adoption of a more distinctive coloring and lettering scheme

for the road's fleet of 21,340 box cars. Present color is known variously as mineral red or box car brown.

To test the durability of different color combinations and to better visualize several stylings of lettering, the 10 cars were custom painted in Great Northern's St. Cloud, Minnesota shops, where work will begin soon on construction of 1,000 new box cars.

Although no special effort will be made to keep the cars on the Great Northern during the experiment, their progress and the way they wear their colors will be watched closely, for one of the rainbow-hued fleet is destined to set new fashion standards for the railway's box cars.

Seven

TOP O' THE WEST

escorted tours for 1956 via Great Northern Railway



Sightseeing unlimited from Great Domes of Great Northern's streamlined Empire Builder.

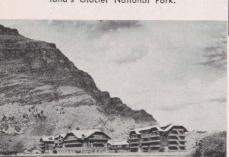
The news rolls out from Washington, D. C., but another Washington, a thousand times larger than the national capital, claims the spotlight during the 1956 summer vacation season.

For comfort of climate, cosmopolitan cities, ocean and mountain beauty, the bigger Washington is tops. A generous slice of the state's 68,192 square miles can be enjoyed on a 14-day economy all-expense tour from Chicago, the Twin Cities and other points, plus famous spots in Montana, Oregon, and British Columbia in Canada.

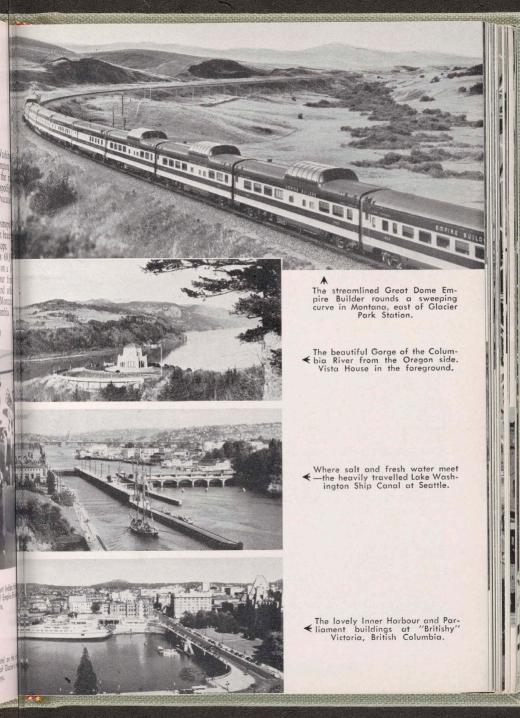
(Concluded on page 10)



Descending into McDonald Valley from Logan Pass on Going-to-the-Sun Highway in Montana's Glacier National Park.



Art forms of North Pacific Coast Indian tribes is the decor in lower levels of Empire Builder Great Dome cars.



W. D. O'Brien Dies



O'Brien

Wallace D. O'Brien, 59, of St. Paul, Great Northern Rail-teight traffic manager in charge of rates and divisions, passed away at his home on April 21.

A native of St. Paul, Mr. O'Brien went to work for Great Northern in 1916, and except for service as a first lieutenant of infantry in World War I, has been on the railway's staff since.

TOP O' THE WEST ESCORTED TOURS—Conclusion

The escorted "Top O' The West" tours, operated by Great Northern Railway begin with departures each Sunday June 24 through August 19, from Chicago on the streamlined Empire Builder. Within a couple of hours the passengers start their scenic diet with views of the Mississippi from the Great Dome cars of the streamliner. Following in order come Minnesota's "Land of 10,000 Lakes", the Red River Valley, the grain fields of North Dakota, the Montana Rockies, the rugged panhandle of Idaho, and the mighty Cascade Range of Washington.

In the State of Washington they combine city entertainment in Seattle with a varied land and water tour of the beautiful coastal metropolis. Two days are spent on a motor coach trip to Mount Rainier National Park where the party stays at Paradise Inn high on the slopes of the 14,408-foot peak.

Equally beautiful is the rail trip on the Internationals along the shores of Puget Sound, from Seattle to Vancouver, British Columbia. Here Great Northern's streamlined Internationals offer constantly changing vistas of islands in the Sound, the Cascade Range to the East and the jagged Olympic Mountains on the peninsula to the West.

After a visit in Vancouver there is further transportation variety on a steamship cruise across the Straits of Georgia to Victoria and through Pu-

get Sound to Seattle.

In Oregon, the attractions of Portland, "City of Roses", are followed by a stay at Timberline Lodge high on Mount Hood. The world-famed year 'round resort is reached by a drive over one of the famous highways of the world, through the Columbia River Gorge. En route, visits are made to the exceedingly beautiful Sanctuary of Our Sorrowful Mother, Bonneville Dam and the fish hatcheries.

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Another stupendous highway trip is the thrilling drive over Going-to-the Sun Highway, across the Continental Divide at Logan Pass in Montana's Glacier National Park. Glacier Park Hotel and Many Glacier Hotel, in the heart of one of the park's most beautiful mountain valleys are headquarters during the stay here.

All hotel rooms in the cities and at the mountain resorts are included in the \$302.46 cost of these "Top O' The West" escorted tours. Also covered in the package rate are all meals except for seven luncheons, round trip rail fare from Chicago with reserved coach seats, sightseeing trips, the steamship cruise and Federal transportation tax. Cost from the Twin Cities is \$283.98.

Detailed information and literature on escorted "Top O' The West" and other tours pre-arranged for 1956 summer travel are available at Great Northern traffic offices, from local travel agents, or may be obtained by writing to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

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Great North

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A man walked into a country newspaper office one day and observed a printer setting type out of a barrel. After watching a few minutes the man said: "Isn't that a rather slow way to set type?"

To which the printer replied: "Well, it is rather slow, but you ought to be around on Friday when I throw it in!"

* * * Just Try It

Smoking, so says a throat specialist, makes women's voices harsh. If you don't believe it, just try flicking your ashes on the rug.

Dirty Trick

Jim: "Smith is not only a bad driver—he's a crook."

George: "How so?"

Jim: "We had a collision and he gave me a drink to steady my nerves—and then the police came."

Source of Supply

"Mildred, when I'm down in the dumps I buy a new hat."

Said her friend, "I always wondered where you got your hats, dear."

True Love

Husband: "I bought something today for the one I love best. Guess what."

Wife: "A box of cigars."

Settle the Matter

A group of convivial Irishmen were breaking up after a grand party and began to see each other home. Eventually they arrived at Casey's house and hammered on the door.

Mrs. Casey put her head out of the window and asked what was wrong.

"Please come down, Mrs. Casey," was the reply, "and tell us which of us is Casey, so the rest of us can go home."

One Way

A Sunday School teacher was trying to impress on her pupils the need for missionaries in the East, and told the story of a poor native who broke his arm and was taken to the hospital where he learned for the first time about the Christian religion.

"Soon," she concluded, "he was well and returned to his home. Now, how could he learn more about religion?"

After a moment's silence, one bright child volunteered, "Please, he could break his other arm."

How's That Again?

Two psychiatrists met on the street, and one said to the other:

"You're fine; how am I?"

Then He Ducked

"I don't look 30, do I, dear?" she asked her husband.

"Not any more."

Eleven

Great Northern Railway Annual Report for 1955

Continuation of industrial development along Great Northern Railway last year brought to nearly 3,000 the new, diversified industries which have located on the company's properties in the ten-year period, 1946 through 1955.

Great Northern's 67th annual report to shareholders discloses further industrial expansion on the railway's properties last year in addition to new power and irrigation projects in the company's territory. The principal industrial development along the railway last year was the beginning of operations in the Anaconda Aluminum Company's 65-million-dollar reduction plant near Columbia Falls, Montana. The report points out that a large additional number of plants have been located in the past 10 years on private properties adjoining Great Northern tracks.

Shareholders are advised by John M. Budd, Great Northern president, that prospects for 1956 "appear encouraging". He said that the volume of freight traffic should be substantial, with a large amount of grain still to be moved, and indications that the iron ore movement this year will be comparable with the heavy traffic in 1955. Great Northern hauled nearly 32 million long tons of iron ore last year.

Great Northern reported to share-holders gross operating revenues of 267 million dollars in 1955, almost 17 millions more than in 1954, and less than one million under the record year of 1953. The company's net income of just over 32 millions last year was equivalent to \$5.27 per share as compared with \$4.21 in 1954 and \$4.92 in 1953.

Mr. Budd observes that but for the severe shortage of boxcars on the company's lines throughout the latter half of 1955 Great Northern's net income would have been somewhat higher last year.

"Part of Great Northern's earning strength comes from the substantial tonnage originating on its lines," said Mr. Budd. "Cars loaded with grain, lumber, and other important commodities move to off-line destinations. The refusal of other railways to return to Great Northern its own boxcars, or those of other ownerships, resulted in an acute shortage of equipment. If, during the heavy loading seasons, boxcars had been available equal to the number we own, it is certain that 1955 would have been a year of record operating revenues instead of being only the second best vear."

Principal improvements to Great Northern transportation services last year included an 18-hour reduction in westbound freight schedules between St. Paul-Minneapolis and Spokane, and 24 hours to north Pacific coast cities, with arrival in Seattle and Portland on the third day.

Great Northern also reduced the running time of the streamlined Empire Builder one hour between Chicago and Seattle-Portland, and one-half hour for the eastbound run between those points. Three dome coaches and a full-length dome car for sleeping car passengers were placed in service on each of the five trains of the Empire Builder fleet in 1955.

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The company's "piggyback" operations, begun in 1954, were expanded substantially last year, including through service with other railways between north Pacific coast cities and California.

Use of radio in train operations was expanded last year, and construction began on Great Northern's six-million dollar freight classification yard in Minot, North Dakota. This project will be placed in service late this year.

Twelve

GN Appointments





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Appointment of V. P. Brown as Great Northern Railway's general freight traffic manager (rates and divisions) succeeding the late Wallace D. O'Brien, is announced by C. E. Finley, traffic vice president.

Also announced, effective May 1, were the appointments of two assistant general freight traffic managers, O. M. Anderson and E. W. Bergstrom. Both will handle rates and divisions.

Other appointments are:

E. F. McGuire, general freight agent (rates and divisions), Seattle, Washington. J. F. Fallon, general freight agent. A. N. Tein, general freight agent. J. E. Casey, commerce agent. R. J. Strecker, assistant general freight agent. C. J. Ehrke, chief of the tariff section. A. A. Ninke, chief of the transcontinental section. O. A. Brodd, assistant to the general

freight traffic manager (rates and divisions). E. E. Nelson, chief clerk. J. F. Dexter, assistant to the general freight traffic manager (rates and divisions). H. H. Kirchoff, assistant to the general freight traffic manager (rates and divisions). L. L. Moore, assistant to the general freight agent (rates and divisions), Seattle, Washington.

All locations, except those shown otherwise, are at Great Northern's general headquarters in St. Paul, Minnesota.

Brown, who joined the railway in 1918 as a voucher clerk, has been assistant general freight traffic manager (rates and divisions) since 1954.

Anderson returns to his home city of St. Paul after 10 years in Seattle, where he was appointed general freight agent (rates and divisions) on March 1.

Bergstrom has been freight traffic manager (rates and divisions) since 1954, having begun his Great Northern career as an office boy in 1920.

McGuire began employment with Great Northern in St. Paul in 1938 as a clerk. He was appointed commerce agent in 1946 and assistant general freight agent in 1951.

Novel Information Center

Bellingham, Washington, on Great Northern Railway's coast line, has come up with a brand new idea for welcoming visitors to the city.

The Bellingham Tug and Barge Company has donated a 48-foot tug boat, the Shamrock II, which for years operated on Bellingham Bay. The craft will be moved to a yet undetermined point where it will be repainted, decorated with flags and bunting and set up as a Tourist Information Center in keeping with the city's marine flavor.

Plans call for a June 1 opening. Literature, maps and descriptive material will be passed out by girls trained for this special work.

Thirteen

Evans in New GN Post



Evans

Newly-appointed Great Northern Railway New England passenger agent with headquarters in Boston is Howard E. Evans, former city freight agent there.

Evans joined Great Northern in its Boston traf-

fic office in 1938 after nine years of service with the Chicago & Northwestern, also in Boston. He served Great Northern as a steno-clerk until 1943 promotion to chief clerk. Appointment as Boston city freight agent came in 1945.

Glacier Improvement Program

Glacier National Park in Montana is scheduled to see \$9,600,000 worth of development and improvement during the 10 years of the National Park Service Mission 66 program. This would be in addition to regular operating funds.

The Glacier National Park construction program calls for expenditure of approximately \$5,130,000 for roads and trails and \$4,510,000 for buildings and utilities by the federal government. Additional amounts will be allocated to meet the annual recurring costs of managing, protecting and maintaining the park.

Traffic Club Elections

A. K. Swann, general agent, Southern Pacific Lines, St. Louis, Missouri, was recently elected president of the Off-Line General Agents Association of that city. Named to serve with Mr. Swann are W. F. Lins, Jr., district freight agent, Lehigh Valley, vice president, and H. E. Ridenour, general agent, Milwaukee Road, secretary-treasurer.

Fourteen

GN-CN Jasper Park Service

Canadian National modern streamlined type sleeping cars containing four sections, four double bedrooms and eight duplex roomettes will be placed in summer line service between St. Paul, Jasper Park and Vancouver, British Columbia, on Great Northern trains 7 and 8, The Winnipeg Limited, in connection with Canadian National trains 3 and 4. First car will leave St. Paul June 22 and the last car August 28. First car will leave Vancouver June 25 and the last car August 31.

Modern Railroads Reports on Great Northern

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"Modern Railroads" magazine has devoted its entire 230-page May 1956 issue to an illustrated report on Great Northern Railway.

The six-part feature story on GN includes articles under the headings: The Modern Great Northern—20th Century Empire Builder; James J. Hill's Empire Gets Built; Operation Streamline; GN's Passenger Reputation; Progress in the Skill of Railroading, and GN's Progressive "Team" of Railroaders.

The articles are profusely illustrated and the cover bears a full color photo of the railway's incomparable Empire Builder crossing Two Medicine Bridge near Glacier National Park in Montana.

Friendliest Place in Town

You're not forgetting, are you, that your church or synagogue is the friendliest place in town?

A warm-hearted welcome awaits you there. New interests, new friends, and most precious of all in these trying times, an opportunity to renew your faith, to restore your courage, to find peace of soul in the company of men and women of good will.

Glanings

Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1956, are: Harry B. Atkinson, conductor, Havre, Mont.; Emery A. Broten, diesel locomotive supervisor, Whitefish, Mont.; George G. Baxter, engineer, Breckenridge, Minn.; John H. Boyd, assistant comptroller, St. Paul, Minn.; Oren Bottoms, engineer, Kelly Lake, Minn.; Harry E. Cooper, engineer, Minot, N. D.; Avery J. Davis, conductor, Breckenridge, Minn.; William O. Dolsen, agent, Snohomish, Wash.; Frank A. Eller, chief engineer, Great Falls, Mont.; William E. Gilson, ticket and baggage agent, Minneapolis, Minn.; Amil F. Herseim, crane operator, Great Falls, Minn.; James H. Harrison, general car foreman, Spokane, Wash.; Arne Iverson, operator, Breckenridge, Minn.; Edward E. Mc-Ginn, brakeman, Mound, Minn.; Wallace D. O'Brien, general freight traffic manager (rates and divisions), St. Paul, Minn.; Olaf B. Running, round house foreman, Ihlen, Minn.; Olaf G. Selvig, cashier, Fargo, N. D.; Walter H. Thorne, train baggageman, St. Paul, Minn.; Severt O. Torkelson, section foreman, Spokane, Wash.; William E. Wood, train baggageman, St. Paul, Minn.; Samuel B. Zook, boilermaker, Moorhead, Minn.

Members reported pensioned during April, 1956, are: Albert C. Ander-

son, telephone inspector, Minneapolis, Minn.; William R. Burnell, dispatcher, Superior, Wis.; Guy M. Batesole, machinist, Minot, N. D.; Milo W. Cooling, engineer, Great Falls, Mont.; Gustave A. Erdman, agent-telegrapher, Evensville, Minn.; Otto W. Gombert, engineer, Great Falls, Mont.; Elmer Hanvik, engineer, Minneapolis, Minn.; Erick R. Larson, engineer, Minot, N. D.; Emil C. Radtke, engineer, Breckenridge, Minn.; J. H. Arnold Steen, clerk, St. Paul, Minn.; James E. Walker, general claims agent, St. Paul, Minn.; Fred R. Welch, brakeman, Superior, Wis.

Peter S. Proulx of St. Paul, Great Northern's chief rules examiner since 1947, retired on May 1 with 49 years of service. He is succeeded by Donald B. Stewart, rules examiner, Lines East. Transferred to St. Paul as rules examiner, Lines East, is J. W. Wicks, chief night dispatcher at Minot, N. D.

Effective May 19, the telephone number of Great Northern Railway's Traffic Department office in Klamath Falls, Oregon, will be changed to Tuxedo 4-4101.

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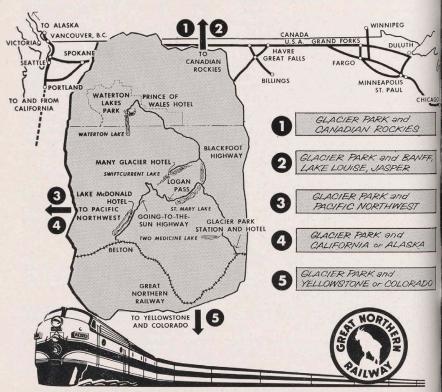
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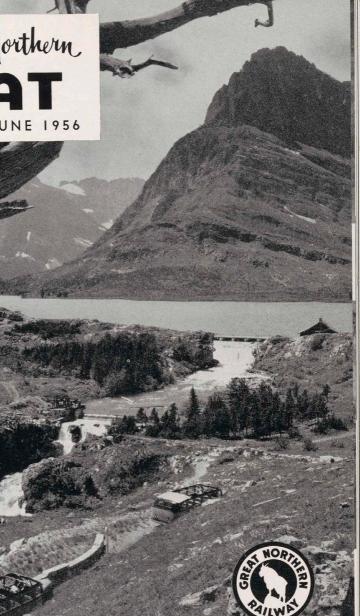
THE HUB' OF 5 GREAT VACATION TRIPS



Nhe Great Morthern

GOAT

JUNE 1956



OREGON CAVES NATIONAL ADN

ELIJAH'S HOLE IN THE MOUNTAIN

On an August day in 1874, Elijah Davidson, a pioneer hunter, ventured into the mountains of southern Oregon in quest of game. His hounds, almost at once located a bear in a thicket. Their baying roused the bruin into action and he dashed from cover, but the usually true aim of Elijah's muzzle loader went astray.

The Joaquin Miller Chapel in the Oregon Caves. The large stalagmite is called "Washington's Monument."

At the opening of the travel season, local "cavemen" emerge, supposedly from a winter-long hibernation.

Bleeding profusely, the wounded animal struggled through the thick brush in an effort to evade the pursuing dogs. Suddenly, the bear came into Davidson's view and just a quickly, disappeared completely. had plunged into a hole in the side of the mountain with the hounds had Davidson reached the in pursuit. opening in a few minutes. From within the earth, seemingly, the quarreling uproar reached his ears. Alarmed over his dogs, he lighted piece of pitch wood and plunged into the murky gloom.

A short distance inside, Elijah flickering light revealed the bear comering in a shallow pit, and the muzzle loader roared again.

(Concluded on page 6)



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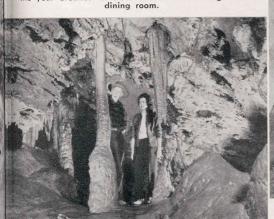
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Here a line of visitors is shown on one of the regular tours of the Oregon Caves conducted during the summer months.



Oregon Caves Chateau offers modern accommodations

A trout stream runs through the

the year around.

Joaquin Miller's Chapel. It was here that the famous poet paused on his first visit to the area in 1907.



Ranger points out entrance to "The King's Palace." Rangers often escort groups through the marble halls of the Oregon Caves.

The Great Northern

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.

June, 1956

No. 6

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.



Sightseeing buses approach Many Glacier Hotel. Rugged mountains, lakes, waterfalls and wooded valleys await the vacationist in Montana's spectacular Glacier National Park.

Great Northern Again Wins Top Safety Award

The National Safety Council has awarded Great Northern Railway first place among the nation's major railroads for its 1955 employe safety record.

Great Northern led all lines whose employes worked 50 million or more man-hours, and was one of six Class I railroads which were named group winners of the Council's Railroad Employes' National Safety Award. (Class I railroads are those whose operating revenues exceed \$1,000,000 annually).

The combined rate of employes killed and injured per million manhours worked was 3.34 for the six winners, as compared with a 1955 rate of 7.60 for all Class I lines.

Other winners in the group are: Texas & New Orleans Railroad Company; Denver & Rio Grande Western Railroad Company: Bessemer & Lake Erie Railroad Company; Peoria & Eastern Railway Company, and Texas & Northern Railway Company.

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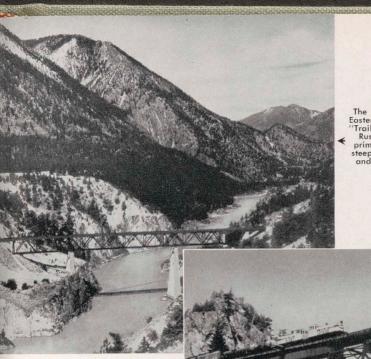
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Great Northern was similarly honored earlier in the year when it was notified of its employe safety leadership by the Safety Section of the Association of American Railroads. The AAR reported that Great Northern's 1955 employe casualty ratio of 3.12 per million man-hours was for the third consecutive year the best of all railroads working 40 million or more man-hours per year.

The National Safety Council Award went to Great Northern once previously, for its 1953 safety record.

Four

Vol. 26



The Pacific Great Eastern follows the "Trail of the Gold Rush" through primitive country steeped in history and spectacular scenery.

PGE rails cling to steep canyon walls and cross turbulent streams on some of the highest bridges in the British Empire.

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The Scenic Route of British Columbia

Moderate-cost, all-expense "Rails to Romance" tours on the Pacific Great Eastern Railway, through the magnificent scenic areas of British Columbia, are again available this season to travelers arriving in Vancouver, British Columbia, aboard Great Northern's streamlined Internationals.

The Pacific Great Eastern, the "Railway With a Personality," cuts a cross section of Central and Northern British Columbia from the coastal fjords to the Cariboo goldfields, and from

rich delta farmlands through majestic mountain ranges to rolling cattle country.

Travelers will find much of interest in a three day jaunt, from the present southern terminal at Squamish to Quesnel, a distance of some 350 miles. The scenery is spectacular, especially along the Fraser River Canyon north of Lillooet; at Brandywine Falls, where the spray blows across the open observation car, and at Moran,

(Concluded on page 6)

Five

OREGON CAVES-Conclusion

After the echo of his last shot died, Elijah realized that he had made a startling discovery. A discovery that today is known as the Oregon Caves National Monument.

Instead of groping through clammy underground darkness with only smoky pitch knots to light the way, today's visitor may journey deep into the depths of Mount Elijah as easily as walking to the corner store. Soft glowing lights illuminate the cavern's long passageways as well as the large rooms where lights and shadows make fantastic designs. Hazards have been removed and ceilings raised to make it comfortable and safe.

Courteous guides lead parties limited to 16 persons through the underground wonderland relating stories of such unusual formations as "Niagara Falls," "The White House," "Dragon's Mouth," "King's Palace," and many many others. Visitors follow the well worn path to the "River Styx", gurgling and rippling in a narrow, deep crevice, beginning nowhere and reaching no known destination. A "Bridge of Sighs" crosses the doleful stream leading to more wonderful revelations. Stalactites and stalagmites are silent sentries guarding the marble halls.

As motionless as it was 10,000 years ago, a marble "Bird of Paradise" vainly attempts to reach stalactic tidbits a few inches above. There is also a marble garden of vegetables and fruits to be seen, but never eaten. Almost as realistic as if they were waiting to be picked are bunches of bananas, grapes and apples in company with their more common cousins, potatoes, carrots and such.

With almost a lifetime of underground experience crowded into two short hours, visitors leave the caverns by way of a 500-foot tunnel back to the fragrant aroma of the deep woods and into bright sunshine, perhaps puzzled how the two hours passed so quickly.

SCENIC ROUTE—Conclusion

a whistle stop whose canyon is being considered as the site for an enormous hydroelectric project.

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Quesnel, northernmost point reached on the three-day excursion, is a booming town of 6,000 inhabitants, the center of the region's forestry industry, and a contrast of the old and the new. Nearly a century ago it was a distribution center for the gold rush country. Today, parking meters stand outside the old Hudson Bay Company trading post.

Three-day tour departures are scheduled from Vancouver on Mondays, Wednesdays and Friday mornings during the summer season. One low cost includes water and rail round trip transportation, sleeping car accommodations, meals and drives in Quesnel. Travel from Vancouver to the present southern railhead at Squamish is via Union Steamships through beautiful Howe Sound.

Another three-day package tour covers the same territory but continues 80 additional miles to Prince George, commercial center of central British Columbia and present northern terminal of the line.

The PGE, which is owned by the Provincial Government, is being extended from Prince George across the Great Divide to Dawson Creek, which is in the fabled Peace River region. A new link, expected to be completed sometime this month, will bring the PGE into Vancouver, although, at least for the present season, passenger service will be operated as formerly—via Union Steamships the 34 miles to Squamish.

There is a good deal more to be seen and done than can be covered in a three-day excursion. The vacationist with a week or two or more will find that the little known railway is the route to the resort and guest ranch territory. The dude outfits vary from elaborate guest ranches to actual cattle operations.

A Father's Ten Commandments

1. Your sense of Brotherhood instills in your child respect for his fellow man.

2. Your fairness teaches him good sportsmanship in work and play.

3. Your example instills in him an appreciation of the family spirit—the true backbone of society.

4. Your companionship creates a basis for mutual understanding. Makes

a pal of him.

5. Your teaching imparts a burning desire to love, honor and obey his country's laws.

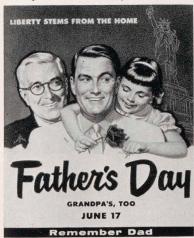
Your encouragement helps him to apply himself to difficult tasks.

7. Your leadership in community affairs teaches the importance of local participation in government.

8. Your self-reliance helps develop an independent spirit. Encourages doit-vourself activities.

9. Your foresight in preparing for future security develops responsibility in him.

10. Your guidance prepares him for the duties and responsibilities of citizenship in a free society.



Golden Anniversary



King Street Station superintendent V. E. Hill cuts cake bearing trademarks of GN and NP railways.

Golden Anniversary of Seattle's King Street Station was recently celebrated with the cutting of a cake bearing symbols of Great Northern and Northern Pacific Railways, which share in operation of the depot.

From left are R. H. Shober, superintendent of Great Northern's Cascade division; N. D. Keller, GN general passenger agent at Seattle; Joe Yoshida, Red Cap who has worked at the station since it opened on May 10, 1906, and V. E. Hill, station superintendent.

Cake and coffee were served to persons boarding trains during the 50th anniversary day.

Chief Joseph Dam Officially Dedicated

June 12 was the dedication date for huge Chief Joseph Dam which spans the Columbia River in Washington State. Harold Stassen, special advisor to President Eisenhower on disarmament was the principal speaker.

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THE RIGHT PRESCRIPTION



Klondike Casey Travels GN

"Klondike Casey," formerly the White Pass & Yukon Route's locomotive number 69, after 48 years of service in the Klondike gold region, was selected for locomotive immortality by the Black Hill Central Railroad of South Dakota. There in the shadow of famed Mount Rushmore, it will power an 1880-type narrow gage "History Train".

To bring the locomotive to Seattle a special dockside ramp and bridge to the deck of the Alaska Steamship Company's freighter Susitna were constructed at Skagway, where it was loaded.

At Seattle, the 55-ton engine was transferred to a flatcar for the piggyback ride east via Great Northern Railway.

The heaviest locomotive on the WP&YR, old 69 was retired in 1954 with the advent of diesels. Since 1908 it had been helping other engines with their loads up the four per cent grade over White Pass, between Skagway, Alaska, and White Horse, Yukon Territory.

mile, four per cent grade passenger run from Hill City to a locomotive and railroad park at Oblivian, hauling open observation cars, coaches, a railway post office car, and business cars built as long ago as 1871.

Publish Revised Book On Glacier Trees

In Black Hills Central service "Klondike Casey" will make the ten

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A 48-page revised edition of the booklet "Trees and Forests of Glacier National Park" has been printed by the Glacier Natural History Association. Author is Don Robinson, park naturalist.

The book was written to furnish an easy means whereby the visitor to Glacier National Park may identify and more fully understand the forest trees with which he is constantly associated throughout his stay in the park.

Robinson's illustrated descriptions include the various pines found in Glacier such as lodgepole, ponderosa, western white, limber, whitebark, and then Douglas fir, western hemlock, Engleman spruce, western red cedar, juniper, Pacific yew, black cottonwood, quaking aspen, paper birch, the alders, willows and other shrubs.

The publication sells for 50 cents and five cents postage if obtained by mail through writing the Glacier Natural History Association, West Glacier, Montana.

Plains Indian Museum

Thomas F. Kehoe, curator of the Museum of the Plains Indian at Browning, Montana, has announced the new museum summer schedule for the period June 1 to September 15.

The hours will be Tuesday to Friday 8 AM to 5 PM; Saturday 8 AM to 12 noon; Sunday 1 PM to 5 PM, Monday, closed.

Eight

GN Speeds Mexican-Grown Durum Seed Wheat

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A precious crop of rust-resistant Durum seed wheat, harvested in the State of Sonora, Mexico, was recently rushed by railroad refrigerator cars moving on expedited schedules, more than 2,500 miles to the State of North Dakota.

Following Federal inspection at the Twin Cities, the cars sped via Great Northern Railway to Grand Forks, Devils Lake, Lakota and Langdon in North Dakota, for immediate planting in the area.

Durum, a hard spring wheat used in the manufacture of macaroni products was nearly wiped out by a black stem rust epidemic which swept the country in 1953 and 1954. The movement of the "winter increase" crop of a new, rust-resistant strain known as Langdon highlights the dramatic comeback of the Durum industry and the teamwork which aided it.

The international project was conceived and supervised by the Rust Prevention Association of Minneapolis, a non-profit organization supported by the railroads, milling interests, banks, farm implement industry and grain processors. Shipment of the Langdon seed to Mexico for a winter-grown crop, thus materially shortening the time required to get a new rust-resistant variety of Durum into commercial production, was financed by a group of 85 farmers in the "Durum Triangle."

Normally, about 90 per cent of the country's supply of Durum is grown in this region. From its apex at Devils Lake, the triangle is formed by a line northeast to Neche and from there west to Bowbells.

Last October, farmers shipped 198 bushels of the Langdon seed—newly developed at the North Dakota Agricultural Experiment Station at Fargo—to Cuidad Obregon in the Yaqui River Valley of Sonora, Mexico.

Planted last fall on 300 irrigated Mexican acres, between 8,000 and 9,000 bushels of the new variety were produced. The harvest in Mexico was later than normal this year, which accounted for the race to meet the North Dakota planting deadline.

It is hoped that this seed will produce in the neighborhood of 135,000 bushels when harvested next fall. It has been stretched by thin seeding on heavily fertilized selected fields, and if hopes are realized, normal production of about 30,000,000 bushels in the North Dakota area could be reached in 1958.

Refrigerator cars were used since the low temperatures while in transit simulated the usual period of winter dormancy. Wheat and other grains show an increased percentage of germination if they go through dormancy between harvest and planting.

Henry K. Dougan Dies



Dougan

Henry K. Dougan, retired Great Northern Railway assistant general auditor died suddenly on May 15.

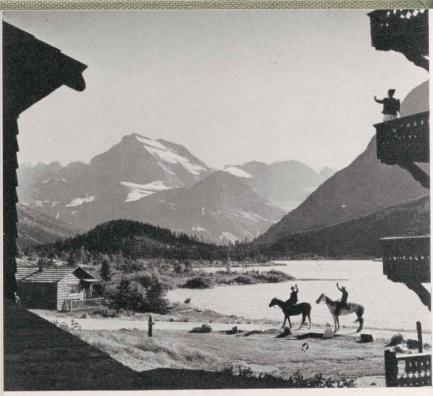
A native of St. Paul, Mr. Dougan first came to the railway in 1899 with an engineering crew carving out a new line in

mountainous northern Montana.

In 1913 he joined the valuation department and served subsequently as assistant valuation engineer and executive assistant before appointment as assistant general auditor.

Mr. Dougan represented the railway in many important rate and other matters before the ICC and state regulatory bodies, and when the then GN president Ralph Budd led a group into Russia in 1930 for several months of railway study for the Russian government, he was a member of that party.

Nine



Glacier National Park in Montana is America's greatest trail park. Here trail riders leave Many Glacier Hotel to follow the shores of Swiftcurrent Lake. In the background is 9,541-foot Mount Gould.



Favorite of many regular Glacier visitors is Lake McDonald Hotel near the Park's western entrance.



Sightseers pause at many scenic points along Glacier's spectacular Going-to-the-Sun Highway.

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Fire Park

Motor Swifts

GLACIER - WATERTON HOTELS open for the 1956 season, June 15th

The Glacier National Park area in the Montana Rockies often is referred to as the "American Alps", and rightly so, for the region bears a striking similarity to the storied peaks of Switzerland. Partly responsible, too, for this description are the wilderness resort hotels so much a part of the glorious Glacier scene.

First of the hostelries to greet Glacier Park visitors arriving at the eastern

(Concluded on page 12)



World-famed Prince of Wales Hotel occupies a high vantage point above seven-mile Waterton Lake.

Imposing Glacier Park Hotel is located at the eastern rail entrance of Glacier National Park.



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nic points olong g-to-the-Sun

Motor coaches at Many Glacier Hotel on Swiftcurrent Lake. Many Glacier is the Park's largest hotel.



Beautiful Lake Josephine lies but a short distance by trail or launch from Many Glacier Hotel.

GLACIER HOTELS-Conclusion

gateway aboard Great Northern Railway's streamlined Western Star is massive Glacier Park Hotel, only a few moments' stroll down a flower-lined pathway. The sweeping velvet lawns, splashed with trimly-kept flower gardens contrast sharply with a backdrop of rugged mountain peaks.

Huge Douglas fir logs flank the lobby of this unusual inn, creating a mood of forest grandeur. Yet here are found the gracious refinements and conveniences not ordinarily associated with the wilderness—a smart cocktail lounge, traditionally excellent cuisine, barber and beauty shop and all other metropolitan hotel services. Here, too, is a challenging nine-hole golf course with grass greens.

Across the Continental Divide and a short distance from the western rail entrance at Belton, Montana, is picturesque Lake McDonald Hotel, which, although the smallest of all Park hotels possesses a friendly charm all its own. Situated on a wooded knoll above the shores of the lovely lake for which it was named, McDonald Hotel is the favorite of many who return to Glacier year after year. Will Rogers and Irvin S. Cobb often were guests at Lake McDonald Hotel.

McDonald Hotel is the focal point for many exciting hiking and saddle trails. And for those who would "take it easy", a launch makes frequent departures from a dock just below the hotel.

In the very heart of Glacier's mountain grandeur 54 miles northeast of Glacier Park Station and 71 miles distant from Belton over spectacular Going-to-the-Sun Highway is Many Glacier Hotel, the Park's largest, with accommodations for 400 guests. Although built on a grand scale, it is completely in harmony with the beautiful valley in which it is located. Many Glacier Hotel is the center of Park activity and many foot and saddle trails radiate from here.

Across the International Boundary in Alberta's Waterton Lakes National Park is famed Prince of Wales Hotel, a magnificent Swiss chalet-type hostelry. Standing proudly on a hilltop overlooking mountain-ringed Waterton Lake, Prince of Wales Hotel commands one of the most beautiful views in all the world.

From the picturesque village below, the excursion launch "International" cruises the full length of the lake, crossing the International boundary on each trip.

All of these splendid hotels in the two adjoining National Parks are linked by both highway and trail.

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Whether one plans to spend just a day or two or remain all summer long in Glacier National Park, a low-cost, all-expense motor tour is the ideal introduction to Glacier, America's third largest and most spectacularly beautiful national park.

Open top sightseeing motor coaches manned by skillful, courteous drivers permit one to relax in perfect comfort and safety while thrilling to the beauties of glorious Glacier.

Tours vary from one to five days, or longer, or may be planned for any schedule desired, from either Glacier Park Station, eastern Park entrance, or from Belton, western gateway, and are available daily during the Park season June 15 through September 10.

Similar tours are available northbound from Belton or southbound from Prince of Wales Hotel for vacationers traveling to or from Canadian Rockies resort centers.

All-expense cost for the shortest tour, either westbound from Glacier Park Station or eastbound from Belton, is \$25.75, and includes motor coach transportation within the Park, transportation tax, launch fare on Two Medicine Lake and hotel accommodations (single room with three meals and one night's lodging.)

Twelve



Sooner or Later

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A bewildered man entered a ladies' specialty shop. "I want a corset for my wife," he said.

"What bust?" asked the clerk. "Nothin'. It just wore out."

More Practical

An Indian petitioned a judge of a Montana court to give him a shorter name. "What is your name now?" asked the judge.

"Chief Screeching Train Whistle," said the Indian.

"And to what do you wish to shorten it?" asked the judge. The Indian folded his arms majestically and grunted, "Toots."

Couldn't Help It

A man came home wearing a new hat. His wife said: "Where did you get that hat?"

He said: "At a clearance sale."

She said: "No wonder they wanted to clear it out—it makes you look like an idiot."

He said: "I know it."

"Well, then," she said, "why on earth did you buy it?"

"I'll tell you," he said, "When I put it on and looked at myself in the mirror I looked too stupid to argue with the clerk . . . so I bought it."

Impartial

Wife: "Wake up George, there's a burglar going through your pockets."

Husband: "Leave me out of it. You two fight it out yourselves."

Applied Psychology

The young man looked at the high prices on the night club menu and then said to his date, "What will you have, my plump doll?"

Back to Work

Salesman: "I've been trying to see you for over a week. When may I have an appointment?"

Executive: "Make a date with my secretary."

Salesman: "I did, and we had a wonderful time, but I still want to see you."

Can't Stop

Bigamist—A man who has taken one too many.

Meow!

The two women were discussing a third. Said one, "Well, you have to admit she's awfully kind to her inferiors."

After a pause, the other retorted, "But where does she find them?"

Thirteen

Paul Wagner Honored



Great Northern's Paul C. C. Wagner receives Honorary State Farmer award from FFA Chapter President Jack Morris of Lafayette.

The Minnesota Future Farmers of America, at its annual meeting held in May on the University of Minnesota campus, honored Great Northern's Paul C. C. Wagner with an Honorary State Farmer award. Each year the state FFA makes such an award to a few outstanding men in agriculture.

Mr. Wagner, who graduated from Iowa State College in 1914, has since served the agricultural interests of school, state and railway. He taught first in the Montana High School system, later joining the Extension Service of that state. Following a period with the North Dakota Extension service, he came to Great Northern in 1928 and is the railway's industrial and agricultural development agent with headquarters in Fargo, North Dakota.

Chester C. Kimm Resigns

Accepted with regret and reluctance by the Wenatchee (Washington) Chamber of Commerce was the resignation of Chester C. Kimm, since May 15, 1945, managing secretary of the organization.

Fourteen

Gavin Yard

Great Northern Railway's giant \$6,000,000 freight classification yard, now nearing completion at Minot, North Dakota, will be designated as Gavin Yard.

Naming of the ultra-modern "push button" yard honors Frank J. Gavin, chairman of the board and former president of the railway, who on July 19 will complete 59 years' service with Great Northern.

Formal dedication of Gavin Yard, which will centralize at Minot the classification of both eastbound and westbound freight trains, is slated for next October. However, it is expected that initial operation of the 470-acre facility will begin about mid-July.

Hungry Horse Dam Tours

Guided tours of Hungry Horse Dam in Montana have been resumed for the summer season and will continue through Labor Day.

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The powerhouse tours start at the top of the dam and take visitors by elevator down 452 feet to the powerhouse level. The groups walk through a gallery within the concrete mass into the seven-story high powerhouse where the four 71,250 kilowatt generators are housed. Below are the four 105,000 horsepower turbines.

Last tour of the day starts at 4:30 PM. Charge for persons over 12 is 30 cents with men in uniform and children admitted free. Tours last about 35 minutes.

Hungry Horse, which is 564 feet high and contains nearly 3,000,000 yards of concrete, is the nation's third highest and fourth largest concrete dam.

Last summer a total of 24,653 adults took the guided powerhouse trip. A total of 104,785 persons saw the dam from the Vista point.



Workmen apply the finishing touches on Great Northern Railway's new streamlined station at Harlem, Montana.

Harlem Depot Dedicated

Approximately 350 people attended a recent "open house" celebration upon completion of Great Northern Railway's new, modern freight and passenger station at Harlem, Montana. Everyone in the vicinity was invited to inspect the new building and enjoy coffee and doughnuts.

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Railway officials present included H. J. Surles of Great Falls, Butte division superintendent; J. J. Heimes of Great Falls, assistant general freight and passenger agent, and W. J. Garrity of Havre, traveling freight and passenger agent.

Work began on the new station in the middle of July last year. It was constructed at a cost of approximately \$32,000.

The new depot is an attractive onestory flat-roofed building measuring 30 x 72 feet. The modern structure's interior has knotty cedar paneled walls, asphalt tile floors and acoustic tile ceilings. Decorative glass brick is used extensively and equipment includes all new steel furniture.

The warehouse section is of concrete with tiled floor. Exterior siding is cedar, painted white. The platform is concrete. Surrounding grounds are being landscaped in proportion to the new building.

Harlem, with a population of 1,107, is located on the main transcontinental line of Great Northern, 43 miles east of Hayre.

Class I railroads had 938 new locomotive units on order on May 1. This is the largest number of locomotive units on order in any month since March 1953. All units were dieselelectric except for 12 electric and 15 gas-turbine-electric.

Fifteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

San Francisco's Chinatown



Neon lights of the Occident add to the Oriental glamour of San Francisco's teeming Chinatown.

Nowhere, perhaps, can one make a quicker transition from the Occident to the Orient than in San Francisco, California.

From bustling Market Street, one of the world's most modern thoroughfares, it is just a walk of a few minutes to the Street of Virtue and Harmony, or the lane of Golden Chrysanthemums, in San Francisco's Chinatown.

Although these poetic names do not appear on maps of the city by the Golden Gate, the venerables among Chinatown's more than 20,000 residents know Wentworth Place and Jason Court, respectively, by their names of yesteryear.

Many of the treasures of Old Cathay can be found in the quaint shops along Grant Avenue, the main business street of San Francisco's most colorful segment and one of its main visitor attractions. Here, also, one

may glimpse displays of foodstuffs which may appear bizarre to the Occidental eye, yet might well please his palate. North Do

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In dress, the inhabitants of Chinatown reflect both the past and the present. Among the younger Chinese in modern clothes one may see, from time to time, oldsters, dressed in mandarin garb, padding silently along in felt slippers. Even the small fry are studies in contrast. One group may be wearing rich brocades, while another is sporting cowboy costumes.

At night, Grant Avenue is a blaze of neon lights, with some of them etching Chinese characters. And sounds of modern jazz spill out in the street from night clubs. In the dimmer back streets, however, one may still hear the plaintive wail of ancient string instruments and sniff the odor of burning incense.

Passenger Group Formed

Newly organized with a roster of 55 railroad, 18 travel agency, 10 airline, 9 hotel, 7 industrial, 1 steamship and 5 relative services representatives is the Eastern Pennsylvania Passenger Traffic Association with headquarters at Cresco. Pennsylvania.

Until the first annual election is held in the fall, the following officers will govern: M. F. X. Ivers, SF, Philadelphia, president; Alfred Wentz, Lehigh Valley Motor Club, Allentown, first vice president; N. J. Shinnen, Onawa Lodge, Mountainhome, second vice president; J. J. Collins, CB&Q, Philadelphia, secretary; N. E. Hummel, DL&W, Cresco, treasurer, and W. Humbert, TWA, Reading, historian.

Directors are George J. McCrone, LV, Bethlehem; R. B. Grimes, DL&W, Scranton; L. J. Yeager, LV, Easton; George McGee, Air France, Philadelphia; H. B. Reichard, Bethlehem Steel Co., Bethlehem, and Mrs. M. McDonald, Markle Bank & Trust Company, Hazleton.

Sixteen

North Dakotan Named Outstanding Farmer

John R. Beckstrand of Warwick, North Dakota, was recently named one of the nation's four outstanding young farmers by the National Junior Chamber of Commerce.

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Beckstrand, previously had been named North Dakota's outstanding young farmer of the year.

Warwick is located approximately 22 miles southeast of Devils Lake.

GN Vacation Fellowships

An assistant professor of transportation from the University of Washington, and a high school guidance counselor from St. Paul have been awarded summer vacation fellowships by Great Northern Railway.

Purpose of the fellowships is to provide the educators an opportunity for close-range study of how American business operates.

Wallace I. Little, of Seattle, a member of the staff of the College of Business Administration at the University of Washington, will make his study under a program sponsored by the Foundation for Economic Education, of New York.

Kenneth A. Berg, of Monroe High School in St. Paul, will make a special study of job qualifications under a program sponsored independently by Great Northern for the first time this year.

The two educators will spend six weeks on the railway beginning June 25. During this period they will observe the day-by-day functioning of the company's many component operations.

This is Great Northern's second year of participation in the collegebusiness exchange program sponsored by the non-profit Foundation for Economic Education.

GN Appointments



Harold

McBride

Hageman

Retirements and new assignments of Great Northern Railway traffic department personnel, effective June 1, are as follows:

Carl G. Conradi, general agent at Denver, Colorado, since 1944, ended nearly 50 years of railroading, 37 of them with Great Northern. He began his transportation career in Cincinnati, as a clerk with the CCC&StLRR, and was Great Northern traveling freight agent in that city from 1920 until 1944.

Succeeding Conradi as general agent at Denver is Hermie T. McBride, general agent at Dallas, Texas, since 1953.

Taking McBride's position as general agent at Dallas is Wilfred C. Hageman, city freight agent at Spokane, Washington, since 1953.

Alfred H. Hebb, general agent, freight department at Vancouver, British Columbia retired after 40 years of railroading with Great Northern. He began his career as a trucker in that city and was appointed general agent in 1931.

Succeeding Hebb in Vancouver is Wilfred G. Harold, since 1941 city freight and passenger agent at Nelson, British Columbia.

Harold's successor at Nelson is Roderick A. Munro, city freight agent at Vancouver.

Seventeen

For the Kiddies



To help keep the younger set occupied on transcontinental journeys, traveling passenger representatives on Great Northern's streamlined Great Dome Empire Builder are distributing "Wooden Soldier" and "Curley Top" packets to boy and girl passengers respectively in the five to ten-year-old age bracket.

The attractive cut-out doll kits each contain a pair of safe plastic scissors which are for use in cutting out the various changes of clothing that are supplied.

Seattle Locks Rival Panama

The Government Locks at Seattle, Washington, are next in size to those at the Panama Canal. The locks afford passage from Puget Sound into Lake Union and Lake Washington via ship canals.

The locks are one of Seattle's top sight-seeing attractions where visitors may watch huge lumber ships, fishing vessels, submarines, pleasure boats and all manner of vessels passing to and from the salt water.

Eighteen

Traffic is heavy during the summer months, especially on Sunday afternoons when hundreds of yachts enter the locks returning from weekend cruises in Puget Sound.

Stop Highway Accidents You Can Help...

Each year thousands of Americans meet violent death on the streets and highways of our country. In 1955, those killed in highway accidents numbered a staggering 38,300.

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Aside from the loss of your friends, members of your family and thousands upon thousands of ordinary people like you and me, the physical suffering and the grief, is the loss to America's industrial might.

Traffic accidents last year accounted for the death of 19,800 workers and injuries to 700,000 more, according to figures recently furnished by the National Safety Council.

Local communities, state and federal authorities are constantly trying to reduce this slaughter, but their efforts are not enough. Industry must increase its efforts, too, for of the 19,800 killed and 700,000 injured in 1955, many were key executives, skilled craftsmen, highly trained technicians and people engaged in important research projects.

To exactly what extent their loss affected production schedules and routing operation of industrial firms can never be determined, but such personnel cannot be replaced overnight.

Industry's stake in the cause of traffic safety is considerable, and is of great importance to the national economy. Whatever you or your company can do to promote the cause will be a civic and economic contribution impossible to measure.

Glanings Members of the Veterans' Associa-

Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1956, are: Alfred A. Anderson, B & B foreman, Great Falls, Mont.; Bernard Carroll, section foreman, Long Prairie, Minn.; Henry G. Dickman, engineer, St. Paul, Minn.; John A. Nelson, chief freight claim agent, St. Paul, Minn.; Jens Ohlsson, engineer, Havre, Mont.; Charles H. Peterson, engineer, Breckenridge, Minn.; Eli Stedman, conductor, Sharon, Georgia.

Members reported pensioned during May, 1956, are: Robert L. Claypool, Jr., city freight agent, Philadelphia, Pa.; Louis B. Hoelscher, chief O, S & D investigator, St. Paul, Minn.; Merrill L. Humphrey, pipeman-welder, Minneapolis, Minn.; Ole Jonland, engineer, Superior, Wis.; John W. Katherman, engineer, Minot, N. D.; Thomas D. Miller, switchman, Minneapolis, Minn.; Anton C. Maiers, engineer, Grand Forks, N. D.; Charles Nodes, brakeman, St. Paul, Minn.; Peter J. Neth, engineer, Grand Forks, N. D.; Eric O. Peterson, painter, Spokane, Wash.; Arthur C. Prestbo, section foreman, Arthur, N. D., James Small, switch foreman, Hillyard, Washington.

The 39th Anniversary Convention of the National Coal Association will be held June 13 and 14, 1956, at the Hotel Shoreham, Washington, D. C.

The 11th Annual Reunion of the Military Railway Service Veterans will be held at the Hotel Muelebach, Kansas City, Missouri, September 21 through 23, 1956. 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. Inquiries regarding this organization may be directed to Mr. Fred W. Okie, PO Box 536, Pittsburgh 30, Pennsylvania.

Thomas L. Preston, general solicitor of the Association of American Railroads, has been elected vice president and general counsel in charge of the Law Department by the AAR board of directors. Mr. Preston was chosen to fill the vacancy created by the recent death of J. Carter Fort, who had held the position since 1944.

During the Glacier Park season June 15 through September 10, Great Northern train #3, the westbound Western Star will stop daily for fifteen minutes at Glacier Park Station.

It is estimated that Class I railroads will spend about \$1,250,000,000 for additions and betterments during 1956. This is 38 per cent above expenditures and betterments in 1955.

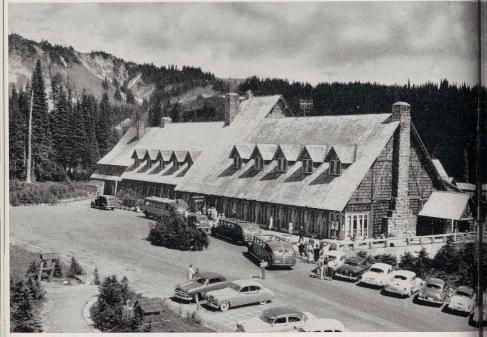
Nineteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Glacier Park and the Pacific Northwest

COMBINED IN ONE GLORIOUS ECONOMY ESCORTED

VACATION TOUR



PARADISE INN-MOUNT RAINIER NATIONAL PARK

Glacier National Park Portland - City of Roses Columbia River Highway Mt. Hood - Timberline Lodge

Puget Sound — Ocean Shipping Mt. Rainier - Paradise Inn Seattle - Busy Seaport Victoria - England in America

From CHICAGO \$30246 From the TWIN CITIES \$28

LEAVE CHICAGO AND THE TWIN CITIES EVERY SUNDAY JUNE 24 THROUGH AUGUST 19

GO GREAT ... GO GREAT NORTHERN STREAMLINERS The Great Morthern

GOAT

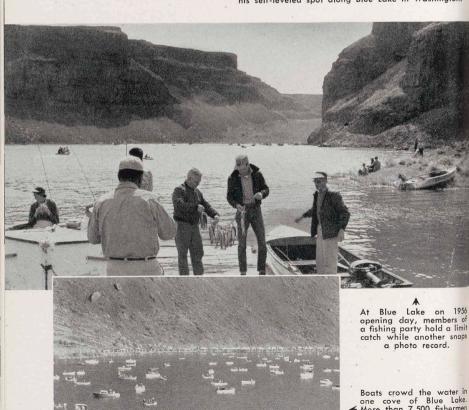
JULY 1956



FISHING THE COLUMBIA BASIN



A boatless angler scores with a fine rainbow from his self-leveled spot along Blue Lake in Washington.



Boats crowd the water in one cove of Blue Lake.

More than 7,500 fishermen were on the lake on opening day.

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Fishing the Waters of Washington State

There are few areas in America which offer more diversified outdoor recreation opportunities than does the State of Washington.

For confirmed fishermen there are hundreds of lakes, rivers and mountain streams filled with trout, and famed for the fighting salmon are the briny water of Puget Sound.

Washington's vast Columbia Basin Project is becoming as famous as a sportsmen's haven as it is a millionacre irrigation development.

Basin trout lakes drew the record throngs of opening day this season and delivered record catches.

Blue Lake, nearest of these to Great Northern's main line, provided 90,385 trout for 7,532 fishermen on opening day. These trout, both rainbows and silvers, averaged more than 10 inches in length.

Neighboring, smaller Park Lake hosted 3,242 fishermen and yielded 35,778 trout, according to the Washington State Department of Game count.

Two somewhat lesser lakes just north of Blue and Park in the Lower Grand Coulee performed in proportion to their size. Deep Lake, with 1,216 anglers, held to the average with 12,403 trout. Dry Falls Lake, where no boats are permitted, had 276 fishermen casting from its shores who hooked and landed 10 fish apiece.

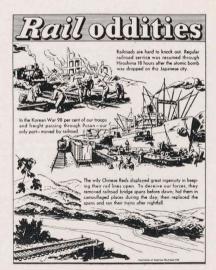
The record fish was a seven-and-ahalf-pound rainbow taken from Deep Lake.

These lakes have a built-in variety feature. They yield rainbows in heaviest numbers early in the season and silvers during the warmer months. The late-season silvers range from 12 to 14 inches in length. They are actually fugitives from salt water, be-

ing the spawn of sea-going sockeye salmon planted as fry in the fresh water lakes, 200 miles from the nearest bay or ocean water.

Elsewhere in the state, the highland lakes and streams are still giving up fine catches of rainbows through the month of October, and the sea-run cutthroat are biting in the western rivers.

Fall and winter are ideal for taking the fighting steelhead found in the estuaries of the western rivers. Seattle, Everett and Mount Vernon are convenient headquarters for dozens of good steelhead rivers. The steelhead is a big, silvery trout that grows to tremendous size—some top 20 pounds. It is considered by many to be the scrappiest game fish to be found in the western United States.



Three



Vol. 26 July, 1956 No. 7

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

J. M. HAGEN, Editor

All communications should be addressed to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



The Statue of Liberty on Bedloe Island, New York Harbor. Standing more than 300 feet high, this symbol of American Liberty was presented to the United States by the people of France.

Ewing Galloway photo.

Four

Your Railroads

Ever since the steam locomotive was introduced in America, the railroads have been working with and for the farmer. Railroads opened up fertile agricultural regions for settlement. They contributed greatly to widening, extending and increasing the farmers' markets. During the period when the great network of railroads was being built, agriculture underwent many changes. New regions were opened. Farm activity was stepped up, and farm production was increased many fold. Many new crops were developed as rail transportation opened new markets and made older markets accessible.

Railroads helped to build up great and populous centers of industry. They brought numerous towns and cities into existence, and these and the older communities became important consuming centers for the farmer's products. In many parts of the country railroads were developed primarily as adjuncts to agriculture, to serve as connecting links between the farmer and his markets. This historical relationship between agriculture and the railroads has continued unbroken to the present time. There are few railroads in the country which could get along without the traffic which originates on or is destined to the farms of this nation. On the other hand. American agriculture could not thrive without the uninterrupted, dependable low-cost transportation service provided by the railroads.

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Railway transportation has aptly been called the farmer's delivery system. It stands ready at all times to carry his products wherever he wants them to go, and it assures him prompt and dependable service. It is the only service at his beck and call that assures him a nation-wide distribution all the year around.

No other form of transportation could satisfactorily replace the rail(Concluded on page 6)

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL





Above: Duluth's Minnesota Point as it appeared prior to the building of the ship canal.

Below: The city's downtown and harbor districts as they appear today.

Duluth to Celebrate 100 Years of Progress

There was madness in the land 100 years ago, a madness to set up new towns. America's pioneers pushed back the Indians, hacked their way through the forests and set up new townsites at every fork in the river. In Minnesota alone, more than 700 new cities were projected in a single year.

Many were "paper" towns, and most of them withered away in the panic of 1857. Among those that survived was the embryo City of Duluth, a cross-patch of log cabins and Indian teepees that squatted at the tip of Lake Superior.

Today that city, grown to the world's greatest inland port, is getting ready to celebrate its Centennial.

Its men have been growing beards and its women have draped themselves in long gingham gowns and bonnets to capture the spirit of their forefathers. From August 3-12 they will bust out with the biggest civic celebration the town has known. There will be parades, fireworks, square dances and folk festivals, water sports shows and carnivals. A nightly historical pageant, presented on a 350-foot stage with Lake Superior for a backdrop, will tell the story of the town's development.

There wasn't much to Duluth in 1856—a sawmill, a few houses and hope, and after the panic of 1857 there was even less. But new life

(Concluded on page 6)

Five

YOUR R.R's .- Conclusion

roads in moving to the distant consuming centers the products of millions of American farms—wheat from the great Western plains, corn from the prairies, cotton and tobacco from the farms of the South, perishable fruits and vegetables from all parts of the country.

Moreover, railroads are the only agencies of transportation that contribute appreciably to the costs of local government. In thousands of rural communities throughout the country, railway taxes constitute the chief source of public revenues. A substantial part of railway taxes goes to support the public schools, and in many rural school districts the railroads are bearing a large share of the cost of public school education. Their taxes also help to maintain the public highways and to meet other costs of local, state and federal government. Their important tax contributions have the effect of lightening the tax burden of the farm population.

DULUTH—Conclusion

came in 1865 when word spread that there was gold at Lake Vermillion. Homesteaders joined Civil War veterans in the rush. They found no gold, but more important, they opened the first road north through the wilderness, and old prospector George Stuntz found the outcropping of iron ore that was to lead to development of the area's great iron ore industry.

In 1869 the city really came alive when financier Jay Cooke announced plans to build a rail line into the city. But Cooke went broke and Duluth's population fell from 6,000 to less than one third that number.

But the railroads came and the woodsmen moved in and chopped away at its pine forests. Sawmills grew up along the waterfront. Grain began flowing in from the Dakotas. Elevators rose in the harbor.

In 1888, the Merritt brothers, the "Seven Iron Men" who had lived through the fish and potatoes era in Duluth started developing the fantastically rich Mesabi ore deposits, and the city's future was assured.

Its business in wheat, lumber and iron brought industries of a compatible nature. Immigrants to work on the docks, in the mills, in the forests and in the mines doubled and redoubled the population. New houses climbed over the city's granite hills. Great merchandise houses set down their roots. Skyscrapers rose toward the sky. Duluth had found her place in the sun.

Today a network of Great Northern rails from the west, north and south serves the city. And from the iron ore country Great Northern ore trains transport millions of tons of rich Minnesota ore are transported annually to the railway's nearby Allouez docks, largest iron ore docks in the world. Passenger service to and from the Twin Cities is provided twice daily in each direction by the fast, modern Gopher and Badger.

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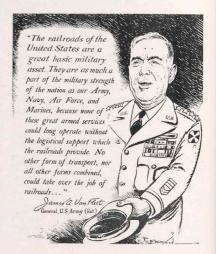
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Skyline view of San Diego from Coronado, showing one of the ferry boats which carry people and vehicles across San Diego Bay.

Fiesta del Pacifico

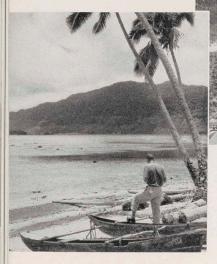
San Diego's first annual Fiesta del Pacifico or Festival of the Pacific which opened July 18th and continues through August 19th is a gigantic community effort which is expected to become one of the great annual community celebrations of the United States. The theme and spirit of the Fiesta del Pacifico is the historical heritage of San Diego and California; this theme and spirit will be manifested in the costuming, pageantry and mode of life of early Spanish, Mexican and 19th century American influence, which shaped the destiny of modern San Diego.

Throughout the thirty days of the Fiesta, events will crowd upon events to provide pageantry and gaiety for the San Diego visitor; El Mercado in Old San Diego will reproduce a marketplace of early California, cham-

pionship water events will take place in Mission Bay, an historical pageant parade will proceed through the downtown district with thousands of participants, floral floats and costumed riders, and the famous De Leon Aztec and Mayan Ballet will be seen for several performances. Many many more glittering events are scheduled as part of the Fiesta.

The central theme of the entire Fiesta is "The California Story". Written for the California State Centennial, The California Story encompasses more than a dozen acts to depict the unfolding legend of California's rich history and pageantry. Opening July 28th in Balboa Stadium for 14 performances, the cast requires 1,300 performers to bring to life the past, present and future of colorful California.

Seven





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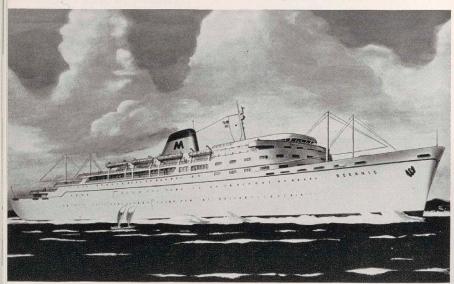
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island

Rainmaker Peak overlooks the sprawling little town and harbor of Pago Pago.

NEW LUXURY NE

Pago Pago harbor, surrounded by steep, ≼ jungle-clad walls, is considered the most beautiful in the South Pacific.



Artists conception of Matson Navigation Company's twin luxury liners Mariposa and Monterey, which will soon usher in a new era of luxury South Seas travel.

"Le truck" at Talhivea Bay, Moorea, awaits the launch from Papeete, bearing tourists and Tahitians.





Life in Tahiti on "boat day", centers around the post-office. Here town and country people meet to await word from the outside world.

Ithe south seas

The Mariposa and Monterey, two famous ship names in the history of luxury Pacific cruise travel, will sail the warm tropic waters of the southern Hemisphere once again, beginning in the fall of this year.

Contemporary versions of these famed white Matson liners will ply the waters of the broad Pacific from California ports to the storied romantic islands of Polynesia—Hawaii,

(Concluded on page 10)



- ▲ Samoan "ava", or ceremonial bowls are among the native articles available to visitors in American Samoa.
- American Samoa is a friendly place.

 When a jeep or car stalls along the road, there's always a group of husky, happy children to help out.

Wins Glacier Trip



Glacier Park vacation winner, Mrs. Joseph Sinder of Chicago.

First prize winner of an unusual contest recently sponsored by Carson, Pirie, Scott and Company, one of Chicago's leading department stores, was Mrs. Joseph Sinder of that city.

The prize consisted of an all-expense tour of Glacier National Park for Mrs. Sinder, her husband and son Carl, age 16. Included were round-trip rail transportation and Pullman accommodations on Great Northern's streamlined Western Star, all meals, hotel accommodations, tips, and five days of sightseeing in Glacier and Waterton Lakes Parks.

In winning the contest, Mrs. Sinder guessed almost the exact number of seeds contained in a watermelon on display at Carson, Pirie, Scott and Company. She purchased a melon of similar size, counted the seeds and hit the number right on the nose.

LUXURY LINERS—Conclusion Tahiti, Samona—and on to Fiji, New Zealand and Australia. The Mariposa will sail on her maiden voyage October 27 from San Francisco. The Monterey will follow in about 70 days.

Being specially built in Portland, Oregon, by the Willammette Iron and Steel Company, for South Pacific cruising, the new, fast 20-knot Mariposa and Monterey will be equipped with roll-reducing stabilizing fins, selective temperature controlled air conditioning, spacious activity-planned public rooms and recreation areas, and other features designed to provide the ultimate in modern passenger ship travel.

Capable of carrying 365 passengers in one class, these twin luxury liners are the first to be designed for a specific Pacific service since before World War II. Known as the "Oceanic" design, they will be 564 feet long, with a 76-foot beam, and a gross tonnage of 14,000. They will have a striking appearance with a streamlined profile and single stack, a raked bow and a cruiser stern.

Interiors of these completely air conditioned sisterships will carry out a South Pacific Polynesian theme. Convertible spacious staterooms are sitting rooms by day and comfortable bedrooms at night. All will have private toilet facilities and the majority of cabins will have private bath.

Public rooms on each ship will include a motion picture theatre, library, display and card rooms, cabaret, lounge and shopping center. Each will have an outdoor swimming pool flanked by a large recreational veranda and cafe.

Itineraries for the Mariposa and Monterey call for departures from San Francisco or Los Angeles with calls at Honolulu, Pago Pago, Samoa, Suva in the Fijis, Welling, New Zealand and Sydney, Australia on the outbound leg. After a five-day stopover in Sydney, they will return via Auckland, New Zealand, Papeete, Tahiti, Honolulu to the West Coast.

On every other sailing the South Pacific ports of call will be reversed after the ship leaves Honolulu. Daylight stops will be made at all intermediate ports, with a 48-hour call at exotic Tahiti, and on alternate voyages the vessels will make an additional call at Melbourne.

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Private: Sergeant wear your Private: heard of w shoes?"

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Jim: "I feet in a l George told me told me told way that my head.

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RN

Sergeant: "Them shoes are out of uniform, buddy. What's the idea of wearing shoes like that to formation?"

Private: "Well, sergeant, I used to wear them before I was drafted."

Sergeant: "So what? Did you also have a high silk hat when you were a civilian?"

Private: "As a matter of fact, yes." Sergeant: "Then why don't you wear your top hat in the army?"

Private: "Don't be silly—who ever heard of wearing a top hat with brown shoes?"

Old Soak

Jim: "Why are you soaking your feet in a bucket of whiskey?"

George: "It's doctor's orders. He told me to arrange myself in such a way that my feet were higher than my head."

Charley's Aunt?

Two Englishmen out for a night on the town picked up two girls and took them into a dimly lit pub for a drink. Suddenly, one of the men turned to his friend and whispered: "I say, old boy, would you mind terribly changing dates?" The other replied, "No, but what's the matter with yours?" The friend answered, "Between the grog, the fog and the smog, I seem to have picked up an old aunt of mine."

New Excuse

"I'm really not late, boss," said the tardy secretary, hanging up her hat. "I just took my coffee break before coming in."

Bugaboo

An old Indian brought his watch in to be repaired. When the jeweler took the back off, a dead bug fell out.

The Indian, astonished, exclaimed: "Ugh! . . . No wonder watch stopped . . . engineer dead!"

Simple Fact

Most of us are pretty well pleased with our jobs, it's the work we don't like.

What Next?

Small boy explaining a broken window to policeman: "I was cleaning my slingshot and it went off."

Practical Example

Summer vacation was near and the teacher was trying to give her class an impression of fractions which would carry over until school resumed. She told them they could think of fractions at home as well as in school and gave such examples as "half a sandwich," "a quarter of a pie" and "tenth part of a dollar."

At that point one little boy caught on and proudly contributed, "My father came home last night with a fifth."

Eleven

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

John F. Stevens Trek



Members of the John J. Stevens Trek will wear this colorful, woven shoulder patch.

Explorer Scouts on the John J. Stevens Trek in August will learn from Great Northern Railway officials about the development of the crossing of the Cascade Range located in 1890 by Explorer Stevens.

At the east portal of the 8-mile Cascade Tunnel the Scouts will be told of the history of Stevens Pass related from the first survey for rails over the mountains. And the latest Great Northern improvement of the Cascade Crossing will be open for inspection by the Explorer Scouts.

This innovation, a giant ventilating system for the tunnel, will be in its first month of use when the Scouts gather to begin their trek. With this system in use Great Northern will be operating its trains through the long tunnel with diesel-electric locomotives exclusively.

When the Scouts travel through the tunnel aboard Great Northern's cross-

state train, the Cascadian, they will hear the ventilating project described and then observe it at the east portal.

The spot where the Scouts will be luncheon guests of the Everett Elks is in full view of the massive door which has been installed at the east portal, and near the building which houses the huge ventilating fans.

Also during the program being arranged by Great Northern, the Explorer Scouts will learn of the life and accomplishments of John F. Stevens, of how the rails were first run across the Cascades by use of switchbacks, of the building of the original Cascade Tunnel, and its replacement in 1929 by the longest tunnel in the Western Hemisphere.

Following the lunch and program the Scouts will board the westbound Cascadian and detrain at Scenic to their trek through the high Cascades.

The Scouts will get more than just exercise during their trek. They are going to get a chance to do their fellow men good turns of a conservation nature. They will help the Forest Service build shelters along trails and will help the State Game Department plant trout in mountain streams and lakes.



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Upper Left: Raging dragons and Oriental floats feature the parade through Chinatown.

Above: Seafair entertainments includes water skiing on Seattle's Lake Washington.

Left: One of the most popular Seafair spectator events is an authentic Japanese Bon Odori Festival.

A Million Will See Seattle's 1956 Seafair

The City of Seattle is looking forward to its gayest, most exciting Seafair celebration when the seventh annual edition of the maritime Mardi Gras opens on August 3.

Perhaps the most dramatic single event of the 1956 festival will be the staging of the U. S. Championship Race for the big, unlimited hydroplane speedboats on Lake Washington, August 5.

A crowd of some 500,000 spectators jammed its way into some 20 miles of beaches, hills and other vantage points bordering the lake for the race last year, which offered the Gold Cup to the winner.

This year's race offers even more attractive plums. Besides the U. S. Championship of the American Powerboat Association, there's the Seafair Trophy and some \$25,000 in prize money at stake.

The ten-day annual Seafair fete is fast becoming the West Coast's major tourist mecca with some 190 events bundled up in an attractive nautical (Concluded on page 14)

Thirteen

SEAFAIR—Conclusion

display. Ruling over the festival is a mythical monarch with the title of King Neptune, who surrounds himself with a bevy of pretty girls, and presides at such varied events as ten parades by night and day; a series of street dances in the city center; glittering pageants, water sports, etc.

Seattle's Seafair has a spoiler in the guise of Davy Jones, raunchy pirate who erupts from the deep each year to invade the city and lend a spirit of unhibited fun to the proceedings. Jones is surrounded by a motley crew of pirates and even a pirate queen, who stage impromptu dances in the city streets; enliven hotel lobbies with raucous music and laughter; and, in general, point a rascally finger of scorn at the more staid entourage of Neptune. This year the pirates will invade the city at historic Alki Point, where some 104 years ago the city's founding fathers landed from a schooner into the arms of friendly Indians.

Big event in the opening Saturday schedule is the Grande Parade topped by the spectacular "Fiesta" in the civic stadium. The floats, entered in the two-hour, miles-long parade, are gathered in the center of the field, surrounded by gaily uniformed bands in a pageant to salute the reign of Neptune. The King himself is crowned in regal fashion the night before.

After the spectacular hydroplane races comes a night Cowboy and Indian Parade to remind local citizenry and visitors of the "Westward Ho!" heritage of the Northwesternmost city in the United States.

Then the lid goes off as events pile up on top of events. A Japanese Bon Odori Festival; a Torchlight Parade in Seattle's Chinatown complete with raging dragons, Oriental floats and colorfully costumed Chinese participants; Coronation of the Queen of the Seas; gigantic fireworks show; Scottish Highland Games; Scandinavian

Festival of Music, and Kiddies Parade are included.

The U. S. Navy sends its Pacific Fleet into port at midweek for a naval parade and open house and puts ashore thousands of bluejackets for liberty to insure that the Seafair stays in its nautical habit.

Entertainment highlight all through the ten days is the amazingly popular stage and pool spectacular, "Aqua Follies", presented in the city's lakeside showplace, the Aqua Theatre.

But Davy Jones manages to triumph in the end when he invades the last day's proceedings to successfully scuttle and burn King Neptune's flagship to the waterline amidst the fireworks finale.

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GN Vets Meet

The 44th annual convention of the Great Northern Railway Veterans' Association drew approximately 1,400 active and retired railroaders and their wives to Minneapolis on June 9.

Highlight of the one-day program was a "speechless" banquet that evening. Aside from introductions and acknowledgements, the program consisted entirely of entertainment.

Officers of the association are: H. N. Hansen, Minneapolis, president; W. F. Stoll, St. Paul, vice president; and J. H. Marthaler, St. Paul, secretary-treasurer. Messrs. Hansen, Stoll and Marthaler also serve on the board of directors.

Other directors are: A. K. Engel, Seattle; A. M. Harvey, Seattle; Frank O'Neill, St. Paul; R. B. Ortt, St. Paul, and Fred C. Spencer, Minneapolis.

Total membership of the association is 4,387, with 1,379 of that number retired. All members have had 25 or more years service with Great Northern.

Fourteen

Glanings -

Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1956, are: Bernard G. Cahill, switch foreman, Breckenridge, Minn.; William E. Henson, conductor, Minot, N. D.; James B. Hunt, conductor, Seneca, S. C.; James M. Montgomery, agent, Kalispell, Mont.; Sidney E. McKenzie, Wis.: switch foreman, Superior, Joseph E. Nolan, relief round house foreman, Allouez, Wis.; Edward Olson, section foreman, Alexandria, Minn.; Louis Schneider, assistant to the master car builder, St. Paul, Minn.; George R. West, engineer, Minneapolis, Minn.

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Members reported pensioned during June, 1956, are: Joseph Berlinger, engineer, Superior, Wis.; Thomas Callahan, conductor, Havre, Mont.; Carl Gulbrandsen, agent-telegrapher, Choteau, Mont.; Ned R. Matchan, agent and operator, Edmonds, Wash.; Henry L. McCarthy, clerk, Great Falls, Mont.; Walter V. Meeker, O.S.&D. clerk, Sioux City, Iowa; John E. Murray, brakeman, St. Paul, Minn.; Dewey George Peterson, auditor, St. Paul, Minn.; John J. Pitzl, coach cleaner, St. Paul, Minn.; Peter S. Proulx, chief rules examiner, St. Paul, Minn.; William A. Ries, brakeman, Havre, Mont .; James Shannon, conductor, Grand Forks, N. D.; James A. Sullivan, division roadmaster, Minot, N. D.; Earl C. Sarff, conductor, St. Cloud, Minn.; Carl L. Wikholm, carman, Havre, Mont.; Joseph R. Yacobellis, section foreman, St. Paul, Minn.

Glenn A. Woods, assistant manager of the Wenatchee, Washington Chamber of Commerce, has been named the organization's manager. Woods succeeds Chester Kimm, who resigned.

Effective August 1, the telephone number of Great Northern Railway at Spokane, Washington, will be Main 4-5141.

LeRoy K. Shafer of St. Paul, chief clerk in Great Northern Railway's Advertising Department since 1954, died on June 20. He is succeeded by George W. Goetz.

J. H. Palmer of the Wabash Railroad was recently named president of the New Orleans Passenger Club for 1956-57. Named to serve with him are William E. Nicholson of the Alcoa Steamship Company, vice president, and Alfred J. Dittmar, Milwaukee Road, secretary-treasurer. All are located in New Orleans.

Fifteen

The Incentive of Competition

Among the reasons for America's growth and prosperity and its high standard of living is the freedom of our business organizations to compete for the favor of the public. This competition is the lifeblood of our economic strength, for it serves as a constant spur to better products, better service and lower prices, with resulting benefits to the people.

There are certain fields of industry, however, where competition is controlled by legal restrictions. One of these is the shipment of goods by various means of transport. Many years ago, when competition in this field was largely limited to that among railroads, it became so intense that Government regulation was necessary to prevent unfair competitive practices, and the Act to Regulate Commerce was passed in 1887.

Since then, however, conditions have changed radically. Billions of dollars have been spent on building and improving waterways, and more billions have been spent on improved highways. Today the shipper of goods can choose between railroads, motor trucks and waterways. Each has natural capabilities and advantages in service, or cost, or both, but Government regulation often prevents the public from gaining the benefit of these advantages. If the railroads, for instance, propose to reduce freight rates on certain products in regions where their natural advantages permit them to operate at lower costs than other modes of transport, permission to do so has often been refused because the reduced rates would be lower than other modes of transport offered. Such action has more of the aspects of allocation of business than regulation.

It is not the prerogative of any Government agency to decide how much or how little business any industry or firm may do. That is something that should be decided by the public, whose decision would be based, of course, upon the quality and price of the product or service offered.

The function of Government is to see that there is competition, full and free, not to see that there isn't. The Government's responsibility is to prevent unfair practices and keep services vital to the public interest in existence, but its responsibility should end there. If fair competition for the public's favor is permitted to work, prices invariably take care of themselves. And the quality of services and products does likewise.

Unfortunately for the public as well as for business, Government with its regulations—too often unrealistic—seems to be usurping power it does not and should not have, to the point where it can control prices, instead of permitting normal and natural competition to exert its beneficial force.

The horse and buggy and the horse-drawn wagon gave way inevitably to the automobile and motor truck, because they provided the people something better. All through the history of our nation are countless examples of products and services being supplanted by others that offered better service or lower price. Our country was built on competition, not on Government regulation. With greater freedom in competition among the different types of transportation, the same as in any other field of business, with each user free to choose that which best meets his needs, the real gainer in the end would be the consuming public.

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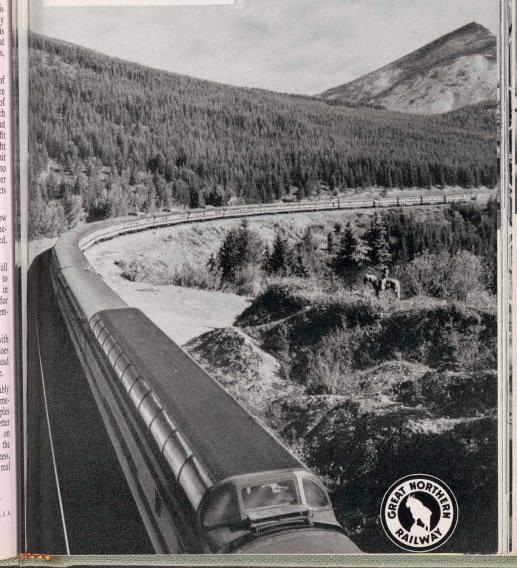
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The Great Morthern

GOAT

AUGUST 1956



Tacoma Harbor Sightseeing

Now in daily operation on Commencement Bay at Tacoma, Washington, is the sightseeing craft "Harbor Oueen".

Under the present schedule the Harbor Queen leaves the Tacoma Boat Mart daily at 2 PM on a one-and-one-half-hour cruise along the waterfront past numerous industrial establishments, the Port of Tacoma piers, and the Tacoma Naval Station, returning by way of Brown's Point. The fare is \$1.00 plus tax. In addition there are cruises on Saturdays and Sundays under the Narrows Bridge and return, leaving at 4 PM.

The 63-foot diesel-powered craft is equipped with a public address system, ship to shore telephone and automatic pilot. It is designed to handle 50 passengers and is available for charter when not in use on scheduled cruises.

Vancouver Club Election

At the recent Annual Meeting of the Vancouver (British Columbia) Passenger Men's Association, the following slate of officers was elected to serve during the 1956-57 year:

Roy R. Cameron, Great Northern Railway, president; D. Hamilton, CPR, vice president; W. Bussell, SP, vice president; W. Busswood, CN, vice president; A. Copeland, Cunard Line, secretary; D. W. Teed, GN, treasurer, and W. Purvis, Empire Shipping Company, bulletin editor.

J. Shave, CPR, is honorary president, and H. Tomsett, BOAC, is immediate past president.

Name For a City

Minneapolis, Minnesota, is observing this year the hundredth anniversary of the founding of that city.

While this community did not get too much of a start before 1856, a town was projected in 1850 when St. Anthony, across the river, was the center of settlement. Various names were suggested for the new community. Among them was Lowell. for it was thought that the new place would be a great manufacturing center. Because there were so many Englishmen about, the name Albion was suggested. Others proposed Hennepin, Brooklyn, Addiesville, Goodhue and All Saints. In 1852 the first board of county commissioners of Hennepin County named the place Albion but this was ignored.

One Charles Hoag went to bed on the evening of November 4, 1852. He was wakeful and in the twilight of his dreams he thought of a name. It was "Minnehapolis". This was a combination of the Sioux term for water and the Greek word for city. Hoag thus brought together something from two civilizations.

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The first thing that Hoag did on the morning of the fifth was to write a letter to the editor of the St. Anthony Express. It was a convincing letter and it was published. This is the first time that the name Minneapolis was ever seen in print. Since the "h" in the Hoag suggestion was silent, this letter was left out of the name later adopted. The public took to this suggestion which stopped all speculation as to the name of what later became a great metropolis.

Two



Now in service between Great Falls, Billings, Helena and Butte is Great Northern's first "RDC" car.

GN Acquires RDC Unit for Montana Service

Great Northern Railway has taken delivery on a gleaming, stainless steel rail diesel car, purchased for passenger, baggage and express service between Great Falls, Billings, Helena and Butte, Montana.

The 85-foot self-propelled unit, known in rail circles as an "RDC", is the first of its type to be ordered by Great Northern.

Passenger seating capacity of the streamlined, air-conditioned coach is 45. A separate baggage and express compartment has a capacity of 13,200 pounds.

The unit which was built by the Budd Manufacturing Company of Philadelphia is powered by two water-cooled diesel engines, with drive to the axles through a torque convertor up to 55 miles per hour. Beyond that speed the drive is direct. This contrasts with the diesel-electric locomotive, in which the diesel engines power generators which, in turn, produce electricity for traction motors.

The RDC car will make a sixtimes-weekly round trip between Great Falls and Billings, and between Great Falls, Helena and Butte, following the former schedule between those points.

Three

The Great Northern

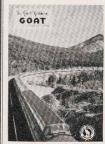
Vol. 26 August, 1956 No. 8

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, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



Great Northern's premier transcontinental train, the incomparable Empire Builder, rounds a curve in the Rocky Mountains of Montana, near Glacier National Park.

Four

Your Railroads

The versatility of radio and its adaptability to many phases of railway operations have brought this medium of communication to the forefront. Each year new uses are being found for radio in the industry and each year has seen its adoption by an increasing number of railway companies.

Locomotive engineers and conductors use radio to communicate with each other as well as with trainmasters' offices and other points along the route.

The dispatcher's radio enables him to contact any train in his district.

In yard operations, car checkers and inspectors as well as switching crews keep in constant touch with the yardmaster's office by radio. Car checkers equipped with walkie-talkies are able to call numbers from any point in the yard.

The superintendent, whether traveling by inspection car, by office car or from his office, is able to keep in touch with all operations in his district with the aid of radio. The lineman's car, equipped with radio, enables the wire chief to keep in constant touch and be notified if trouble develops or if a change in plans is made.

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The use of radio on track work equipment has reduced delays to trains, and enables construction crews on any part of the railway to keep in touch with headquarters.

Nearly all of these uses for radio are developments of the last 10 or 15 years. Some communication engineers predict that the day will come when nearly all railway officers and many employes will communicate with one another by radio—wherever they may be—as easily and generally as they communicate by telephone today.



This lush, tropical garden is located near downtown Los Angeles.

Through the Mountain Barrier to Southern California

Early pioneers to Southern California found the mountain wall that protects the region a difficult ridge to cross. The old covered wagons followed the easy mountain passes, and still today, no matter by which route you come to Southern California, you follow one of the covered wagon routes through the mountain barrier.

The geologic phenomenon of a mountain wall accounts for the unique climate and variety of scenes found in this subtropical vacationland. From north, east or south, the coastal mountains form a barrier to the desert. They catch enough rainfall to keep the region lush and productive. Inviting sea breezes from the Pacific cool the nights while the days are warm and sunny.

There are really four major passes from the north and northeast to enter Southern California. Two are in Santa Barbara County, near the ocean—Gaviota Pass and San Marcos Pass. The others are in Kern County, through the High Sierra and the Tehachapi Mountains. The one over the Tehachapis is the scene of the famous "Loop" on the rail line between San Francisco and Los Angeles and is the pass traveled by more visitors than any other.

The mountains from the desert are an unforgettable sight. Heavy mineral content plus the changing position of the sun provide brilliant colors that change throughout the day. This is "rockhound" country,

(Concluded on page 6)

Five

Seattle Trademark To Advertise City



Who wouldn't want to see scenic Seattle after a glance at this dazzling panorama? Charleen Abbey, associate editor of Seattle Greeter magazine, and Carol Wentlandt, a Chamber of Commerce employe, are obstructing the view of Elliott Bay and the Olympic Mountains, but no complaints are expected.

Reason for the picture is to publicize the "See Scenic Seattle" seal, a new trademark for the city originated by the Chamber of Commerce. The seal will be used extensively by companies and organizations in advertising, postal cancellations and in a number of other ways.

CALIFORNIA—Conclusion

as semi-precious and precious gems are found lodged in the quartz. Desert wild-flowers bloom on the low hills and at higher elevations there are heavy stands of timber. The famed Tehachapi "Loop" occurs on the descent toward Bakersfield and the rich valley of oil wells and farmlands. The rails circle a hill and loop over themselves so tightly that a 4,000-foot train crosses 77 feet above its own rear cars in the tunnel below.

Spectators watching from nearby vantage points have the astounding sight of seeing the same lone train appearing at different levels and popping in and out of tunnels as though it were several trains instead of one.

They can chuckle over the famous railroad joke that at the "Loop" the engineer of a freight train reaches out and picks his lunch pail out of the caboose.

Easterners and Midwesterners will find that the round trip rail fare to many California destinations via Great Northern Railway's scenic northern route through the Pacific Northwest is little or no more than that in effect when direct routes are used in both directions. Stopovers are permitted and the streamliners Empire Builder and Western Star each make convenient connections at Portland and Seattle with streamliners bound to and from California.

Essay Contest

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To encourage constructive thought about railroad problems by students of transportation and younger men in railroad employ, the New York Railroad Club is conducting, for the eighth successive year, its Railroad Essay Contest, with prizes for the winners as follows: \$750, \$500 and \$250. Inquiries should be addressed to the club's executive secretary at 30 Church Street, New York 7, New York.

Six

Lucius Beebe presides at the bar during dedication of Portland's Iron Horse Lounge.

Iron Horse Lounge Dedicated

During their recent visit to Portland, Oregon, as guests of Stewart Holbrook, biographer of James J. Hill, the co-owners of the Virginia City, Nevada, newspaper, TERRITORIAL ENTERPRISE "dedicated" the novel Iron Horse Lounge in Portland's Union Station.

Lucius Beebe, publisher of the Enterprise, presided over the event in the unusual spa. Charles Clegg, editor, and Holbrook assisted.

Beebe and Clegg are newspapermen, historians of the American West, and authors of several books on old-time Western railroading who, when not traveling, live in Virginia City, Nevada, scene in pioneer times of the fabulous bonanzas of the Comstock Lode. The Territorial Enterprise, Nevada's oldest newspaper and today by Audit Bureau of Circulations count, is the largest weekly paper in the 17 states west of the Missouri River. The paper was celebrated in frontier days as the archetype of gunfighting Western journalism and it was as a member of its editorial staff in 1864 that Samuel Clemens first signed a news story with the byline Mark Twain.

Beebe and Clegg came to Portland from Chicago, via Great Northern, aboard the Virginia City, their "opulent and vulgar" private rail car, a completely rebuilt Pullman observation car which was once part of the (Concluded on page 10)

Seven

THE STREAMLINED INTERNATIONALS

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ORTHERN

Early day travel between St. Paul and the Red River was possible only by ox cart.





Association of American Railroads display illustrated the contrast between America's first crude locomotive and today's streamlined diesels.

HUGE EXHIBIT PAYS TRIE

City of sits most it successfor July 2 september 2 sep



Central display of the James J. Hill exhibit was an 18 x 24-foot operating model railway surmounted by a seven-foot bust of Mr. Hill.

An operating model of the William Crooks, Minnesota's first railway locomotive.





Leaflets passed out to visitors contained a brief resume of Mr. Hill's life and achievements.

YS MINTE TO JAMES J. HILL

The City of Saint Paul tipped its at to its most important industry in highly successful Railroad Day celeration on July 20.

Springboard for the Chamber of commerce-sponsored event was the 00th anniversary of the arrival in the Paul of James J. Hill, the "Empire wilder", who founded the Great corthern Railway and was largely esponsible for the city's growth as a major rail center.

Highlights of the Railroad Day proram included a colorful welcoming eremony for visiting rail dignitaries, ollowed by the dedication of new

(Concluded on page 10)



Business continued as usual on the banking floor during the James J. Hill exhibit, July 1'9 through August 3.

First National Bank saluted the Hill tradition with the display shown at the left.



HILL EXHIBIT—Conclusion

ticket office facilities at the St. Paul Union Depot; a 4 million dollar equipment show at the depot; a Great Northern-sponsored luncheon for railway, civic and business leaders, with President William T. Faricy of the Association of American Railroads as speaker; and "Railroad Night" at the St. Paul Pop Concert and Ice Show.

A popular feature of the day's activities was an elaborate historical-educational exhibit which opened the day before on the main banking floor of the First National Bank of St. Paul. Prepared by Great Northern, the 18-unit display told the story of James J. Hill and his manifold achievements. The exhibit remained at the bank through August 3.

Another Railroad Day attraction was a "kiddy train" in downtown Rice Park, with free rides for the youngsters.

Two model railroad operations drew huge crowds during the day. One was the big O gauge layout of the St. Paul Model Railroad Club, in the Union Depot. The other was the largest portable HO layout ever constructed in the Northwest. Part of the Hill Centennial Exhibit at the First National Bank, the 18 x 24-foot railroad featured scale operating models of the William Crooks, first locomotive in Minnesota, and the incomparable, ultra-modern Empire Builder.

A successful promotion stunt saw the city of St. Paul blanketed with brightly-colored 18 x 24-inch placards reading, "I'm With the Railroads Too—St. Paul Railroad Day—July 20th". The placards were distributed to the city's 9,500 railroad employes for display on their front lawns. Lapel buttons carrying the same legend were worn during the week by railroaders.

Business houses throughout the city displayed another placard, titled "What The Railroad Industry Means to St. Paul", which called attention to the railroads' contributions in employment, payroll, purchases and taxes.

Generous advance and on-the-spot coverage of Railroad Day by Twin Cities newspaper, TV and radio media contributed substantially to the success of the event.

IRON HORSE—Conclusion

consist of Great Northern's Oriental Limited. They were nearing the end of an around the nation tour purpose of which was to attract visitors to Nevada.

Basic structure of the car is solid steel with built-in air-conditioning. It is 93 feet long, weighs 185,000 pounds, produces 4,000 watts of electricity from its own generators, is equipped with hot and cold running water and can be carried by ICC regulation and AAR clearance, at the end of any passenger train in the United States.

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The car consists of a 23-foot observation-drawing room at the end containing an actual working Venetian marble fireplace, three master bedrooms, each with a bed and upper berth, toilet and washroom facilities. Next is a dining room seating eight, adjacent to a completely modern galley with refrigerator, double stainless steel sink units, propane stove with oven and broiler, a 50-bottle wine cellar and food storage space.

Throughout the car all mouldings and decorative reliefs are of 14 K gold leaf. Crystal chandeliers in the observation-drawing room were purchased in Venice and gold plated lighting fixtures are from France. Rugs were especially designed for each individual room, hand-woven and shot with gold thread. Ceiling murals were copied from those in the Sistine Chapel in Rome, and paintings on the upper berths in the master staterooms are scenes of the famed Virginia and Truckee Railway which once ran to Virginia City, Nevada, after which the car is named.



Wrong Impression

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A worried father hurried to his teen-age son's hospital bedside. The lad had a broken leg and assorted cuts and bruises.

"What happened?" the father asked. "Did you have an accident coming from your girl's house?"

"No!" the boy groaned. "We were jitterbugging and her father came in. He is deaf and couldn't hear the music—so he threw me out of the window!"

Wabbit Tale

One night, a hungry man awoke, and went to the kitchen for a midnight snack. Upon opening the refrigerator door he was surprised to see a cute little rabbit leaning on its elbow calmly smiling up at him.

"Howdo," said the rabbit.

"What on earth are you doing there?"

"This a Westinghouse, isn't it?" asked the bunny.

"Why, yes."

"Well, I'm westing."

Just Doing His Job

Judge (addressing the little man before the bench): "So you're a locksmith? And what was the locksmith doing in a gambling dive when he was arrested?"

Little man: "I was making a bolt for the door."

Cheap Skate

Waiter (gasping at the \$100.00 bill): "I beg your pardon sir. Do you realize this is a \$100.00 bill?"

Visiting Texan: "I certainly do, son; and I want it to be a lesson to you: I didn't leave my usual tip because I wasn't too satisfied with your service."

Shining Light

Mama firefly to papa firefly: "Isn't Junior bright for his age?"

* * * Good Training

She did a beautiful dive off the high board. Then swam around the pool with the grace and skill of a mermaid.

"Where did you ever learn to swim like that?" he exclaimed.

She explained, "I was a gondola hop at a Venice hot dog stand."

Facts of Life

A sweet girl graduate went to an older friend for the facts. The older friend told her: "Well, dear, it's like this. You gotta look intelligent to get a job and dumb to get a husband."

* * * Beep, Beep

Cowboy: Do you want a horn on your saddle?

Dude: No. Doesn't seem to be much traffic out here.

Eleven

Elkhorn, Montana, Pop. "O"



Typical of Montana's old deserted ghost towns is Elkhorn with its weed-grown main street and dilapidated buildings.

If you're tired of the same old thing in vacations, if you'd like to do something different, you can find fascinating adventure in exploring the West's mysterious ghost towns.

Chances are, you aren't acquainted with any good ghost towns. But you have heard how these intriguing specters once throbbed with life when the cry of "Gold!" echoed down the old Oregon Trail, and how these roaring towns were hastily deserted when the mineral wealth ran out.

Where do you look for ghost towns? First of all, head West. From there you have a wide choice. You'll find Montana especially good for ghost-town exploration where several are just off the main transcontinental line of Great Northern Railway. You'll also find old mining camps situated in the delightful mountain scenery between Butte and Great Falls.

At Elkhorn, near Boulder, nestled at the base of 9,500-foot glistening marble cliffs, you can peer into the deserted general store, poke around in crumbling dwellings, and imagine the gaiety the fraternity hall once knew.

Bids Asked on Trainships

Invitations to bid on the construction of two multi-million dollar trainships have been issued by the Alaska Steamship Company.

These trainships will be the largest commercial vessels regularly operating out of Seattle. Their length is 585 feet, beam 86 feet 6 inches, and loaded draft 20 feet. Their bale cubic is 1,300,000 as compared to 475,000 for a Liberty ship.

Specifications call for geared steam turbine propulsion machinery driving twin screws, producing a sustained sea speed of 18 knots under Alaska operating conditions with a full load. That includes 110 rail cars, forty 40-foot trailers and 13,000 barrels of cargo oil in addition to ship's fuel.

The 18-knot speed will enable the ships to operate on an eight-day turnaround between Seattle and Whittier, Alaska, providing a sailing from each port every four days. This will bring the vast interior of Alaska from one to three weeks closer to stateside sources of supply.

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The vessels are of the roll-on rolloff type, all cargo being handled in rail cars and trailer vans rolled on and off the vessels.

Terminal designs to meet the unusual requirements of the trainships are being completed for Alaska Steam. They provide for loading rail cars and vans to two enclosed decks at any stage of tide at Seattle or Whittier.

An investment in excess of \$20,000,000 in ships, terminals and other facilities is involved, the entire project to be privately financed.

Twelve



From Range to Range Beef is Best

Eight-year-old Timothy John Carman, third grade pupil of St. Raphael's School at Glasgow, Montana, was selected as first prize winner in a statewide "Eat More Beef" poster contest sponsored by the Montana Beef Council.

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More than 1,600 entries were submitted in the contest which was limited to third grade pupils only in 12 of the state's larger towns. Winners in each community were selected by exhibiting the posters in meat markets and meat departments of various stores, with customers voting their choice. Winning posters were then sent to Billings for the 72nd Annual

Montana Stockgrowers Convention where a team of judges selected the outstanding poster.

Tim, whose father is Great Northern's first trick operator at Glasgow, won a new bicycle as winner in his district. As state winner he appeared on television and was presented with a \$500.00 bond as a college scholar-The Montana Beef Council ship. brought him from Glasgow to Billings for the closing session of the convention where he was presented to the group and given his scholarship award and a silver trophy.

(Concluded on page 14)

Thirteen

Guerin Named Chief Engineer



Guerin

George V. Guerin has been named Great Northern Railway chief engineer with head-quarters at St. Paul, Minnesota. He succeeds R. R. Manion, now with the New York Central System as assist-

ant vice president, engineering.

As head of Great Northern's engineering department, Guerin has returned to the city where he spent 30 of his 32 years with the railway. Beginning as a draftsman in 1924, he became bridge inspector of creosote products in 1926, assistant bridge engineer for eastern lines in 1929, bridge engineer in 1940. He has been assistant chief engineer at Seattle since 1954.

Other engineering department appointments also effective August 1 are:

L. G. Reichert, district engineer for eastern lines at Duluth, now is assistant chief engineer at Seattle succeeding Guerin.

B. G. Anderson, principal assistant engineer for western lines, at Seattle, has succeeded Reichert at Duluth.

W. G. Eschwig, office engineer for western lines, at Seattle, has succeeded Anderson.

K. E. Wychoff, Kalispell division engineer at Spokane has been transferred to Seattle, succeeding Eschwig.

B. H. Iseminger, Kalispell division instrumentman at Spokane, has been appointed Kalispell division engineer.

Major railroads installed 785 new locomotive units in the first half of 1956, and manufacturers had orders on hand for 796 new locomotive units.

Whitman Returns to GN



Whitman

R. N. Whitman has been appointed general manager of Great Northern lines east, with head-quarters at Duluth, Minnesota.

Whitman, formerly superintendent of Great Northern's Cascade division at

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Seattle, has been on leave of absence the past 15 months as general manager of the government-owned Alaska Railroad. His headquarters were in Anchorage.

A veteran of 28 years of railroading, most of it with Great Northern, Whitman began his career as an operator on the Kalispell division in Montana. Coming up through the ranks as a telegrapher and dispatcher, he was appointed trainmaster at Great Falls in 1942.

Prior to going to Seattle as terminal trainmaster in 1947, he served for two years as the railway's rules examiner for western lines. His appointment as Cascade division superintendent came in 1953.

BEEF—Conclusion

The Montana Beef Council, sponsor of the competition is a non-profit corporation organized some two years ago by the joint efforts of the Montana Stockgrowers Association and the Montana Stock Markets Association. Purpose is to unify all segments of the Montana beef industry in a coordinated effort to expand the utilization of beef and beef products through education and research.

Fourteen



Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1956, are: William C. Bendert, supervisory agent, Sioux Falls, S. D.; Lester J. Berg, conductor, Crookston, Minn.; John E. Blanchard, locomotive foreman, Fargo, N. D.; Minnie Christianson, cashier, Granville, N. D.; Fred Gibson, engineer, Kelly Lake, Minn.; James A. Horlick, machine operator, Sauk Centre, Minn.; Martin Hick, car foreman, St. Cloud, Minn.; Albert C. Hebert, engineer, Superior, Wis.; Harry H. Hall, switchman, Minneapolis, Minn.; Francis T. Harris, foreman, St. Paul, Minn.; Erling Johnson, machine operator, Milaca, Minn.; Royal E. Landis, engineer, Havre, Mont.; Albert Miller, conductor, Seattle, Wash .: John A. Michels, engineer, Little Sauk, Minn.; Louis L. Peterson, assistant chemist, St. Paul, Minn.; David F. Reeves, cashier, Great Falls, Mont.; LeRoy K. Shafer, chief clerk, St. Paul, Minnesota.

Members reported pensioned during July, 1956, are: Nellie M. Bouffard, coach cleaner, Butte, Mont.; Edwin N. Crone, brakeman, Havre, Mont.; Angus F. Campbell, engineer, Superior, Wis.; Eddie Grinde, engineer, Whitefish, Mont.; Ernest O. Hatler, brakeman, Havre, Mont.; Joseph Kuzelka, engineer, St. Paul, Minn.; Luella Mayer Lemen, file clerk, Grand Forks, N. D.; Henry L. McCarthy, clerk, Great Falls, Mont.; Patrick J. McSweeney, section foreman, Fort Benton, Mont.: John Morrone, section foreman, Keewatin, Minn.; Walter S. Woestehoff, telegrapher, St. Cloud, Minnesota.

The people of Jackson, Mississippi, recognizing the widespread interest in the memory of "Casey" Jones and the fast-disappearing steam locomotive era, have established a museum in his honor. The home in which "Casey" lived has been restored and furnished with 1900 vintage things. "Casey's" engine, made famous in story and song, also has been restored and stands close to the museum.

A good measurement of railway efficiency is found in the number of ton-miles of revenue freight performed by the average freight train an hour. In 1955 the average freight train performed 25,268 ton-miles per hour, compared with 20,343 ton-miles in 1950 and 17,482 in 1945.

National Bible Week will be observed October 15 through 31.

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...SCENIC MILES: Glacier Park, Mississippi Palisades.

... VALUE: for your travel dollar. No extra fare.

... COMFORT: reclining leg-rest seats.

...LUXURY: Ranch Car, full-length Dome Lounge.

...STYLE: colorful, modern, fully air-conditioned.

on the incomparable

EMPIRE BUILDER

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

Great Northern spares nothing to make your cross-country trip genuinely delightful. Aboard the EMPIRE BUILDER you'll find all the conveniences, all the comforts that make this a train famous all over the world. Every day, each way.

The streamlined Western Star serves Glacier National Park daily during the park season June 15 through September 10.



NATIONAL SAFETY COUNCIL

AWARD



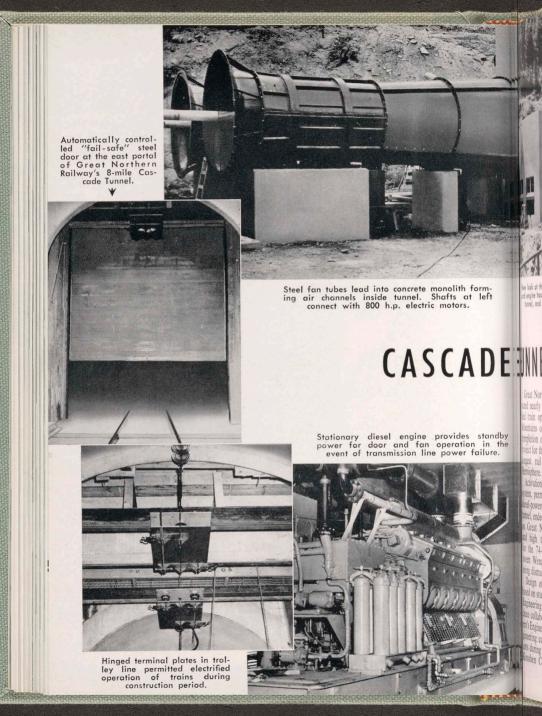
GREAT NORTHERN RAILWAY COMPANY

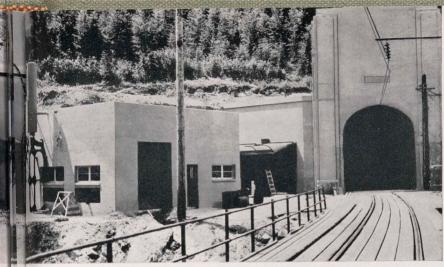
RAILROAD EMPLOYEES' NATIONAL SAFETY AWARD



The Great Morthern

SEPTEMBER 1956





New look at the east portal of the Cascade Tunnel includes control and engine house, fan tubes, concrete air conduit structure entering tunnel, and new portal structure containing door mechanism.

TUNNEL PROJECT COMPLETED

Great Northern Railway has terminated nearly half a century of electrified train operations in the Cascade Mountains of Washington State with completion of a \$650,000 ventilation project for the 8-mile Cascade Tunnel, longest rail bore in the Western Hemisphere.

Activation of the big engine-cooling system, permitting operation of heavy diesel-powered freights through the tunnel, ended the era of electrification on Great Northern, and the trolley and high tension transmission grid for the 74-mile electrified zone between Wenatchee and Skykomish is being dismantled.

Design of the cooling system was based on studies made by International Engineering Company of San Francisco collaborating with Great Northern's Engineering Department. The engineering company served as consultants during construction by Morrison-Knudsen Company. Basic units in the ventilation projects are two 6-foot fans installed at the east portal. Powered by 800-h.p. electric motors the fans are capable of delivering approximately 525,000 cubic feet per minute of fresh air within the bore.

A special control station and power house has been erected near the east portal to house the fan motors, electric switch gear and control mechanisms, as well as a 1,200-h.p. stationary diesel engine for standby power.

The east portal has been reconstructed to house a steel drop door, actuated by the operator at the west portal, which prevents the air blast from "short circuiting," or circulating out of the near portal and back to the fans.

When a heavy-tonnage freight train enters the west portal of the 41,152-foot tunnel at Scenic, the operator

(Continued on page 6)



Vol 26 September, 1956

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, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



Northern shops, offices, stations and elsewhere along its lines are poster replicas of the plaque, awarded by the National Safety Council to the railway for its 1955 employe safety record, best of all Class A (the largest) American railroads.

Hanging in Great

A Helping Hand

The conscience of America has provided a battery of social services for needy and troubled people in their own communities. For those who need help when they are not at home, that same spirit of community responsibility has provided an answer: Travelers Aid.

In the minds of most Americans, Travelers Aid is associated first with railroads. This is only right, historically and in everyday practice. The partnership between the railroads and Travelers Aid has been enduring and worthwhile. In a recent year, 2,000,000 Americans from over 10,000 communities turned to Travelers Aid for help. Every other person in this group—over a million people—had used or was using railroad facilities.

Looking back over many decades of steady cooperation by railroad employes and management with Travelers Aid, it is easy to see their mutual interdependence. Without Travelers Aid, the railroads would have many and expensive additional problems to cope with. By the same token, without help from the railroads, Travelers Aid could not do its job. Travelers Aid dependence on the railroads goes all the way from the conductor who keeps his eye on the youngster traveling cross country under Travelers Aid auspices, to the railroad executive who gives his time and energy as a member of the Board of Directors. It includes the generous availability of station space and facilities as well as sizable cash contributions made by railroads and individual employes to Travelers Aid nationally and locally and to Community Chests which provide the bulk of Travelers Aid support.

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Travelers Aid today bases its work on a simple credo: America was born through movement of people; it grew

(Concluded on page 7)

Four



Young TV stars and the streamlined Empire Builder ring down the curtain on educational film featuring Great Northern Railway's Seattle, Washington facilities.

"Community Helpers" Visit GN's Interbay Yard

The end of an exciting afternoon and the final scene of a 30-minute television production came when cameraman Norm Jensen of KCTS-TV, Seattle's educational channel, filmed four elementary school pupils waving goodbye to the engine crew as the streamlined Empire Builder went by at Interbay Yard.

The children are A. J. Berinato, Jean Gunderson, Barbara Cameron and Clinton Davis, second-graders at Schmitz Park and Genesee Hill Schools. Their visit to the Great Northern yards and roundhouse was part of a series of educational TV programs called "Community Helpers" in which the same four pupils and their teacher, Miss Dorothy Jack, toured various Seattle industries to see at first hand what workmen do to keep a great city in operation.

During their visit to Interbay the TV stars were welcomed by R. H. Shober, superintendent of the Cascade division, and D. D. Hoag, trainmaster. They were escorted through all operations by W. L. Smith, assistant trainmaster, and Oscar Wilhelm, switch foreman. At the diesel shops they were conducted by William Blum, roundhouse foreman.

Wilhelm appeared with the pupils and their teacher in live portions of the TV show. He visited the KCTS studios to answer the children's questions after they had shared the filmed portion with their audience, all the second-graders in Seattle city schools and many surrounding districts.

The entire program has been kinescoped for use during the next school year.

Five

CASCADE TUNNEL -Conclusion

there engages the master control, closing the east portal door and starting one of the fans, which forces 220,000 cubic feet of air per minute against the oncoming train.

From west to east the continuous welded rail within the tunnel is on a 1.57 per cent grade. Prior to ventilating the tunnel, diesel operation of full-tonnage trains was not practicable because of overheating of engines. Lighter trains do not require assistance from the cooling system, and all trains westbound downgrade are able to operate efficiently without the aid of the fans. Certain passenger trains have been diesel-powered through the tunnel for quite some time.

Automatic features which come into play after the operator at the west portal has engaged the master control include switch mechanisms which open the door and turn off the fans when a train on the upgrade approaches within 3,250 feet of the closed east portal. A stop signal within stopping distance of the door is provided in the event the door should fail to open despite its "fail-safe" design.



After an eastbound train clears the tunnel the door will close automatically and both fans operated until the air within the tube has been changed. The fans will not turn on until the door is closed and the door is designed to open automatically should power be interrupted. This "fail-safe" design of the door provides for it to be held shut by magnetic blocks and opened by counter-weights should a power interruption cut the magnetic connection.

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First work on construction of the system was done in the summer of 1955. With much of the concrete work completed, crews had to suspend activities in November due to winter weather conditions. Work on the project was resumed in April of this year.

Constructing the new portal and installation of the door and mechanism required extremely close teamwork between railway and contractor. The top of the tunnel was within 18 inches of the 11,000-volt trolley wire requiring frequent interruptions of power energy. This was accomplished by installation of hinged trolley terminals at each side of the door housing. Whenever power had to be cut, the hinged conductors were swung clear of each terminal plate, then reconnected when it was necessary to permit electric locomotives to pass.

It is expected that 100 per cent dieselization of the electrified zone will produce substantial operating economies as well as facilitate movement of trains. The necessity of changing locomotives at Wenatchee and Skykomish is eliminated, as well as the maintenance of electric locomotives and related facilities. Another operating improvement is seen in winter snow removal: heavy outrigger blades on snow-fighting equipment will not have to be retracted to pass each trolley pole along the mountainous right-of-way.

Narrow Gauge Lore

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Profusely illustrated with rare old photographs and crammed with history and nostalgia is the 53-page book, "Three Little Lines," by Jessie Moore Cram, which traces the development and decline of the Silverton Railroad and two other narrow gauge lines which at one time were virtually the only means of transportation in the rugged mountain country of southwestern Colorado. The book is one of the "Rails Among the Peaks" series.

Newly revised, edited and published by Bert Baker, first edition copies are available at \$1.50 from Mr. Baker, 309 Northwestern Building, Minneapolis 1, Minnesota.

Mr. Baker is a draftsman in GN's Mechanical Department.

A Friendly Hand

We have never seen a railroad engineer who hasn't answered the wave of a youngster.

And it's a mighty nice thing.

There is no thrill such as that of being able, as a small sized youngster; to command the attention of the man who drives that great thundering beast of the rails.

There's the timid, or the frantic, waving of the small hand. There's the calm consideration of the great man himself.

There's the moment when it's not certain if he will condescend.

And then—and what a relief it is he lifts his big paw in acknowledgement as the train thunders down the tracks.

He always does it. And may he, with our blessings, always continue to do it. It's one of those nice bits of tradition in a world than can use every bit of friendliness there is.

Reprinted from the Madison (Wis.) State Journal

To California via GN



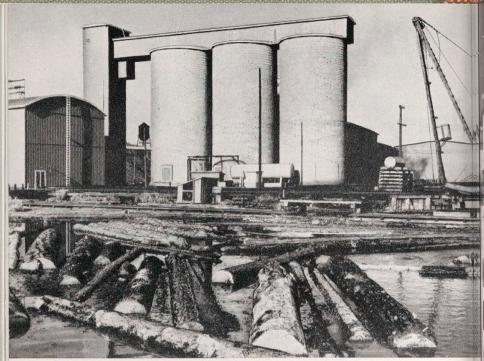
Shown above boarding the streamlined Great Dome Empire Builder at Minneapolis are Jane Laakso (bottom), Patricia Milner (center) and Karen Mihm, all residents of Hibbing, Minnesota. The girls were bound for a California vacation via Great Northern and the Pacific Northwest.

Miss Laakso, an employe of the public relations department, Northwestern Bell Telephone Company, is "Miss Hibbing", and was Queen of the city's 1956 Winter Carnival. She has represented Hibbing at various civic celebrations in the area including the Minneapolis Aquatennial and the Duluth Centennial.

HELPING HAND—Conclusion

through movement of people; it is still growing, still moving, and will continue to do so as population increases and as the nation's economy expands. There always are people who need help in coping with life's problems, and this is true whether they remain in one place or move around.

Seven



The Weyerhaeuser Hardboard Mill at Klamath Falls, Oregon. The plant is served by Great Northern Railway.

Mechanical defibrators separate the wood fibers in the manufacture of hardboard.

The defibrated wood, formed into a "felt" or blanket, is compressed into hardboard.

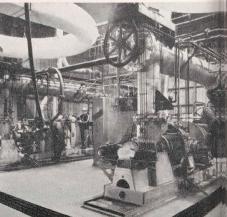
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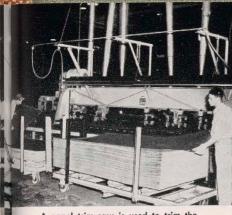
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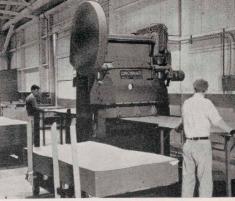
Klamath Fa To accon







A panel trim saw is used to trim the hardboard to exact specifications.



Perforated hardboard is finished in this specially designed hydraulic press.

INDUSTRIAL PROGRESS along GREAT NORTHERN

Weyerhaeuser Hardboard Plant Klamath Falls, Oregon

Fifteen years of research by Weyerhaeuser Timber Company scientists and technicians have brought a new hardboard manufacturing process to the Pacific Northwest and jobs for an additional 125 residents of the Klamath Falls, Oregon area.

To accomplish this the Weyerhaeuser hardboard operation employes are (Continued on page 10)



Over-mature trees, such as are shown above, are the main source of raw material for hardboard.

HARDBOARD—Conclusion

literally taking wood apart and putting it together again. These men are manning the machines, felling and transporting the trees and logs in a remarkable conservation project.

Weyerhaeuser researchers found the key to utilizing certain white fir trees which were so overmature that they were not suitable for lumber manufacture.

When the pine forests in the Klamath Basin's 500,000-acre tree farm were first selectively logged, many white fir trees had to be left standing. They were beyond maturity and had begun to decay. Streaks and pockets of decay increased the cost of grading at the lumber mill. Culling was excessive.

At the Weyerhaeuser Technical Center in Longview, Washington, diagonally across Oregon from the Klamath tree farm, scientists utilized a Scandinavian process of rubbing wood fibers apart and then pressing them into durable, flexible hardboard. Samples of the run-of-the-woods white fir proved that this species possessed desirable properties.

When 25,000 experimental pressings had sustained proof of the white fir properties, the Weyerhaeuser Timber Company began construction of a new plant at its Klamath Falls branch, and since early 1954 the new plant has been producing hardboard for an increasing list of world-wide uses.

Logs are cleaned and barked at the mill. Under moderate steam pressure they go into the defibrators where a stationary cutting disc and a revolving mate rub the fibers loose. There is no pulping of the fibers; they remain true to their natural characteristics.

The fibers, treated with additives for varied uses, are formed into "felts" to go into the hot presses. The variety of finished product ranges from thicknesses of 1/12, 1/10, 1/8,

3/16 and 1/4-inch in full sheets and special use items. Boards are made with one smooth side and the other of screened texture.

This Weyerhaeuser product is shipped to four general classes of customers: retail lumber dealers, distributors, industrial firms who use it in products, and fabricators who cut and shape the board for special uses. The end uses for hardboard are practically limitless, in that new uses are constantly being developed. Present uses range from backs of television cabinets to headboards for beds.

Weyerhaeuser Sales Company officials describe the product in a company publication in this way:

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"These boards are exceedingly workable, having the ability to take nails and screws without damage. They can be cut with knife edges, polished by buffing, easily and cleanly drilled, punched without burring, bent to permanent contours, sawed, flexed, sanded, painted without bleedthrough, and can take a baked-on enamel."

Weyerhaeuser describes the Klamath Falls operation, both plant and product, as entirely different from anything previously known in the hardboard field. The company is the first to produce hardboard by a dry process using Asplund-defibrator fiber.

To the Klamath Falls community's economic stability, to Weverhaeuser's engineering department and to scientists and technicians at the company's technical center at Longview, this hardboard is a true step forward. At Klamath Falls the value of tree farming has been enhanced by the use of previously non-merchantable trees. To the Weyerhaeuser researchers it is also another step toward full utilization of the timber crop. By taking Nature's work apart and putting it back together by the ingenuity of man new world-wide value has come to the "harvest of the tree farm."



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Frank: "Is your wife athletic?"
George: "Hardly. Her only form
of exercise is running up bills."

* * * That's Different

A tired looking man walked into the employment office and applied for a job. He listed seven youngsters as dependents. The interviewer looked up in surprise.

"That's a coincidence," he said. "I have seven children too. Three boys and four girls."

"Oh, shucks," said the man, as he made an X for his signature, "if you count girls I got thirteen."

On Stage

The couple arrived early at the theatre. The girl excused herself and slipped out of her seat to go and mend her make-up.

She had difficulty locating the cloakroom, but eventually entered a large
room, furnished in the old Victorian
style. There was no one about save
a maid dusting a chair. Carefully she
restored her make-up, adjusting her
hair and straightening the seams of
her stockings. Then she hurriedly
worked her way back through the
passages to her seat and sat down beside her escort. The play had started.
"How did it begin?" she whispered to
her boy friend.

"You should know," was the terse reply. "You were in it."

No Good Reason

Two fellows met at a bar. "Say," said the first, "what does your wife say when you're out this late?"

"Nothing," replied the other, "I'm not married."

The first fellow pondered for a moment, and asked, "Then why do you stay out as late as this?"

Liberal Reward

A man appeared at a newspaper office to place an ad offering \$500 for the return of his wife's pet cat.

"That's an awful price for a cat," the clerk commented.

"Not for this one," the man snapped, "I drowned it."

Stop the Music

First Gossip: "I hate to talk to Mrs. Smith because she always tells me about her ailments."

Second Gossip: "Yes, I know what you mean. You could almost call it an organ recital."

Gone But Not Forgotten

Everyone in my family was a good swimmer except Jim. He was killed in a dive on the west side.

* * * Deft Definition

Someone has defined a "wolf" as a big dame hunter who enjoys life, liberty, and the happiness of pursuit.

Eleven

GN Service Awards



The William Crooks, Great Northern's famed locomotive of Civil War vintage, now is a symbol of employe service with the company.

Small replicas of the Northwest's first railway engine have been awarded to more than 7,200 men and women throughout the United States in recognition of 25 or more years of service with Great Northern. The awards, made only to qualifying employes who still are on the job, were presented with a congratulatory letter from John M. Budd, GN president. The 25-year awards will continue on an annual basis.

The replicas of the William Crooks, now on permanent exhibition in St. Paul's Union Station, are one and five-eights inches long, and are made of solid gold and red enamel. Men have their choice of the engine on a tie bar or chain, and women may choose between bracelet or brooch mountings.

REA Foreign Service

Railway Express Agency contemplates a through international surface transportation system with a one-carrier responsibility directly linking shippers and receivers throughout the United States with those at important origin and destination points elsewhere in the Free World.

First phase of the projected network began August 21 when the company inaugurated such service between the United States and West Germany.

The new service provides for a single, negotiable export bill of lading covering transport from both domestic and foreign interior origin points to interior destination points, and it is expected that this new phase of REA international services will revolutionize the handling and transport of smaller import and export shipments.

Charges for the through, singlecarrier service are said to be lower than the total of the individual charges of other existing private services normally arranged for separately by shippers and used in tandem for the smaller shipment traffic.

GN Education—Business Exchange Fellowships



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John M. Budd, president of Great Northern Railway (left) presents certificates to Wallace I. Little, associate professor—transportation, University of Wisconsin, and Kenneth A. Berg, guidance counselor, Monroe High School, St. Paul, Minnesota, in behalf of Great Northern and the Foundation for Economic Education, upon completion of six weeks of studying and observing the day-by-day functioning of Great Northern Railway.

Twelve



GN Chewelah-Northport Excursion Train

Shepherding 450 squealingly excited 8 to 12 year old youngsters on a train trip was probably one of the most exhausting assignments ever undertaken by their teachers and room mothers.

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The group traveled the 132-mile round trip recently between Chewelah, which is some 57 miles from Spokane, to Northport, Washington, near the Canadian boundary, on a special eight-car Great Northern train, chartered for the occasion.

The plan for the trip originated

with Ray Larson, Chewelah grade school principal, with the cooperation of C. F. Daley, the local Great Northern agent. Passengers were grade school pupils from the communities of Summit, Addy, West Side, Blue Creek and Chewelah, all in Washington. It was the first train trip for many of the youngsters.

A few pennies over one dollar was the round trip cost for each pupil. Some financial help was rendered by the Mother's-Teacher's Club, while

(Concluded on page 14)

Thirteen

PROGRESS IS A GREAT NORTHERN HABIT

Our Face is Red Dept.

An item in the August Goat, page 14, reported that R. N. Whitman, former Cascade division superintendent, who for 15 months has been on leave from Great Northern as general manager of the Alaskan Railroad, has returned to GN as general manager, lines east of Williston, North Dakota.

This is in error, and is regretted, with apologies to all concerned.

Mr. Whitman's newly appointed position is that of assistant general manager of lines east. Mr. C. O. Hooker continues as general manager, lines east.

ALL THEY ASK



EXCURSION—Conclusion

American Legionnaires "paid the freight" for the various school safety patrols.

The first passenger train to operate over the line for a number of years was an unusual sight for many along the right-of-way. Farmers stopped their field work to wave in response to greetings from the happy youngsters.

Song of the Railroad

I am a Railroad

Great and steelbound.

My heart; competence and strength.

My Body; the land which bears my substance.

My blood; carload and commodity.

My veins; a network of track pulsing the bloodstream to my arteries of cities.

My breath; Steam! Steam! Steam!

My engines are respirators puffing and breathing life over the surface of the nation.

My arms and hands extend grasping for a goal

I erect telegraph ties monumenting a path which spans the surging water

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Dares the yawning canyon

Searches the zenith of mountains

Smashes across flatlands Finding frontiers limitless

Sireing empires!

Resource is fulfilled in my conception.

I am a Railroad weary.

A tired laborer I rest upon my haunches.

About my feet I keep my round-houses

There I seek and find refreshment.

Potent oil gushes wash me slick and clean.

Charging electric josts renew my energy.

Power torches purge my metal whole and new.

I am repaired and thus replenished.

As a lumbering beast of burden I raise up from my resting

Willing movement through my system

Wheels start to roll!

I am a giant mighty servant The people are my soul.

Laverne M. Markel

Fourteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Glanings

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1956, are: Richard G. Bollard, district lineman, Alexandria, Minn.; Ernest C. Carlson, district storekeeper, Great Falls, Mont.; Harry W. Green, ticket agent, Spokane, Wash.; Hugh Rice, section foreman, Floodwood, Minn.; Carl G. Wickstrom, conductor, Breckenridge, Minnesota.

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M. Markel

NORTHERN

Members reported pensioned during August, 1956, are: Charles Abel, switchman, Superior, Wis.; Henry B. Butke, clerk, St. Paul, Minn.; Arthur E. Gelhar, engineer, Minneapolis, Minn.; Ralph E. Kelley, assistant to the general manager, Duluth, Minn.; Harold A. Mann, switchman, Minneapolis, Minn.; Barry L. Madden, engineer, Great Falls, Mont.; Henry E. Moore, engineer, Willmar, Minn.; Henry Skogstad, engineer, Minot, N. D.; Lawrence A. Schweighofer, engineer, St. Paul, Minn.; Walter W. Webber, engineer, Great Falls, Mont.

Deliveries of new freight cars to the railroads totaled 5,550 in June, 1956 compared with 3,015 in June, 1955. The backlog of cars on order and undelivered totaled 129,409 on July 1 compared with 133,072 on June 1, 1956 and 27,102 on July 1, 1955.

Members of the American Council of Railroad Women, whose membership constitutes the "Who's Who" of feminine railroad workers, will hold their annual meeting at the Roosevelt Hotel, New Orleans, Louisiana, October 1 through 3. Miss Mildred Drechsler, special representative, B&O is president of the group. J. W. Phipps, vice president-traffic, B&O will be the principal speaker.

The annual observance of National Wine Week, sponsored by the wine growers of California, will be held this year from October 13 through 20.

Thomas E. Hicks, chief clerk in Great Northern Railway's Winnipeg City Ticket Office retired July 31.

Prior to his affiliation with Great Northern which dates back to 1930, Hicks was with the Midland Railway Company of Manitoba for over 17 years, giving him a continuous service record of more than 43 years with Great Northern and its subsidiary.

A. M. Brandvik, Great Northern general agent at Fargo, North Dakota, died on August 28.

Fifteen

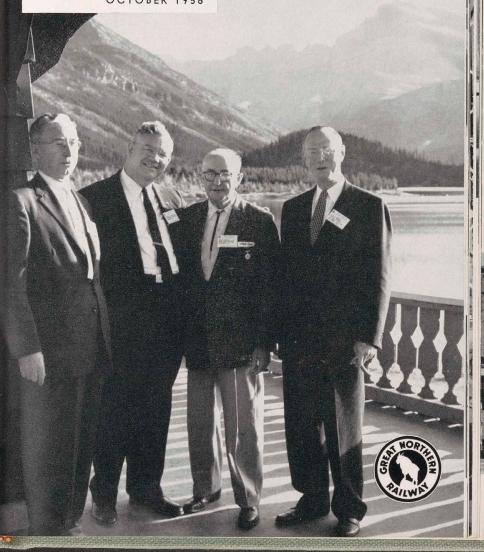
THE STREAMLINED WESTERN STAR



The Great Morthern

GOAT

OCTOBER 1956



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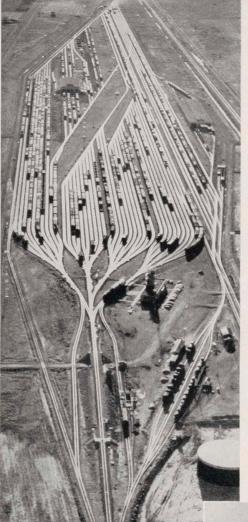
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GREAT NORTHERN'S GAVIN YARD

AT MINOT NORTH DAKOTA

Great Northern's newly-completed freight classification yard at Minot, North Dakota, now is expediting the movement of freight over the Great Northern system, east from the Pacific Northwest, west from the Head of the Lakes, northwest from the Twin Cities, and from eastern and southern points.

Named in honor of Mr. Frank J. Gavin, chairman of GN's directorate, the yard, one of the newest and most advanced in America, will be dedicated on October 12. Mr. Gavin was the railway's president from 1939 through mid-1951.

Working at record-breaking speed at the site just east of Minot, Great Northern men and machines during the past 18 months, transformed a 471-acre tract of prairie land on the north side of the railway's main transcontinental line into a network of steel rails, humming with activity round the clock, 24 hours a day.

(Concluded on page 6)

BIRD'S EYE VIEW of Great Northern's new, ultra-modern Gavin Yard, looking east.

TWO CARS pass through the master retarder down a four > per cent grade.





RETARDER OFFICE on the fourth floor of the control tower overlooks the yard and is the center of humping and classification operations. Controls enable the operator to manually modify any retarding maneuver he wishes.

NEW TRAIN is made up by a "trimmer" locomotive switching cars, bound for the same destination, from the yard into the departure track.

NERVE CENTER of Gavin Yard is the yard office building, its impressive control tower soaring skyward alongside one of 10 floodlight towers. Gavin Yard is an 'round-the-clock operation.

DIESEL SERVICE AREA is equipped to administer to the needs of these powerful locomotives. Pit inspections are made; water, sand, lubricating and fuel oil are added. Minor repairs may be made.

The Great Northern

Vol. 26 October, 1956 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, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



Newly elected American Association of Railroad Ticket Agents officers at Many Glacier Hotel. Left to right: Harold K. North, immediate past president; George D. Douglas, vice president; Ed C. Hutton, secretarytreasurer; John D. Florance, president.

It's Halloween Again

All Hallows Eve, or Halloween as it has come to be called, unlike Europe's somber observance, in America is a night for fun. It's a night which has been taken over by the children, few of whom have any idea of the long tradition which lies back of their pranks and parties.

Halloween came down to us from the Druids, whose soothsayers danced around bonfires in Britain 2,000 years ago to appease the Lord of Death.

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With the Roman conquest of Britain, new customs and beliefs were added to earlier ones. The Roman festival honoring Pomona, Goddess of Fruit, was held at about the same time of the year as the Druid festival, and eventually the two ceremonies were combined.

When Rome adopted Christianity. it was decided to set aside a certain day in honor of each saint, but there were not enough days to go around. In order that no one would be neglected, November 1 was proclaimed All Saints Day. The night before became All Hallows Eve, and combined the Druid festival, the observance in honor of Pomona and the Christian celebration. But early enemies of Christianity chose the occasion for ridicule. They celebrated by worshipping Satan, calling on witches (women who had sold their souls to the devil), placing skulls on false altars and by performing other profane rites.

When or where the children took over is not known, but today Halloween belongs to boys and girls, modern disciples for a night, of a God of Mischief. So when the kid next door sets a leering Jack-O-Lantern in the window, and when under cover of darkness he chalks the walk, jabs a pin in the doorbell, or demands "tricks or treats", he actually is unconsciously performing ancient rites in caricature.

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The most modern methods including fork lift equipment are used in handling the Wenatchee-Okanogan apple crop.

Wenatchee Valley residents pitch in to help pick apples during the height > of the harvest season.



Apples for America from Wenatchee

Probably the majority of rural Americans, whose apples come from their own trees, casually accept such natural bounty. But for other millions who live in the nation's cities, apples in autumn are examples of the wonders of U. S. industry. They do not associate apples with the trees that bear them as much as with the shelves and counters of the supermarkets.

Although there are commercial orchards in almost every one of the 48 states, the major portion of the nation's output comes from the Northwestern and North Atlantic states.

Topping them all is the state of Washington, which grows, packs and ships some 30 per cent of all U. S. apples. And the heart of the state's fabulous appleland is the Wenatchee-Okanogan district, in the rich Columbia River Valley.

Since commercial production began in this district in 1901, average an-

Apples are washed, graded, individually wrapped and packed in sturdy wooden boxes.

nual shipments via Great Northern Railway have numbered in the tens of thousands of refrigerator carloads, while the aggregate runs into tens of thousands of trainloads. The railway's huge Appleyard Terminal at Wenatchee, "Apple Capital of the World", annually handles around 30,000 carloads of fruit, manufactured products, aluminum, foodstuffs, livestock and supplies.

(Concluded on page 6)



Five

GAVIN YARD—Concluded

They moved and compacted a million cubic yards of earth, and added another quarter million yards of sub ballast. They laid 56 miles of track, constructed three major buildings and 11 smaller structures. Then they tied the whole together into a single super efficient unit with miles of intricate wiring, electronic tubes, a sensitive all-weather radar system, and a most modern communication system utilizing radio, telephone, teletype, talk-back and pneumatic tubes.

Here, with amazing speed and efficiency, freight trains arriving from east and west are taken apart, cars inspected, sorted and classified, and new trains made up and sent on their way. Through this swift sorting out of cars and dispatching of classified trains, GN is saving an untold amount of switching at other points.

Polio victims
still need treatment!
Help provide Help provide Rehabilitation
Sister Elizabeth
KENNY
Foundation
National Headquarters • Minneapolis, Minn.

Because of its strategic location in relation to the railway, Gavin Yard alone will do the lion's share of freight classification work for the entire Great Northern system, with resulting vastly improved service to shippers; fastermoving freight, more dependable schedules, and handling that protects commodities from damage en route.

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Gavin Yard is far more than an electronic hump and classification yard. It also provides a car repair facility of large capacity, designed to speed up-grading of freight equipment. It is an important terminal for Great Northern's expanding "piggy back" operations. It is a busy reclassification point for less than carload freight. It is an essential link in the railway's diesel motive power service network. Gavin Yard is, indeed, 6½ million dollars worth of additional proof that *Progress is a Great Northern Habit*.

APPLES-Concluded

The apple harvest starts early in September when the round, red Jonathan variety ripens. Migratory workers pour into the valley for the tremendous picking job. As the Jonathans disappear, the season rises toward its peak during National Apple Week, this year October 25 through November 3, the five other major varieties mature in order: Delicious, Winesap, Golden Delicious, Yellow Newton and Rome Beauty. Only the Jonathans move out fast, however, The others are stored and shipped from coast to coast from September through June, to keep Americans supplied for a full 10 months of the year.

The Pullman Company is the world's largest hotel. Each night, it has more than 100,000 beds available to those who like to sleep while they travel. In a year, Pullman guests use 9,000,000 pieces of linen.

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Glacier Management Changes Studied

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The Glacier Park Company has advised Donald T. Knutson of Minneapolis of its intent to negotiate with him a contract for his management of the company's hotels, motor camps and other facilities in Glacier National Park and adjoining Waterton Lakes National Park in Canada.

Mr. Knutson is a Minneapolis contractor who also operates hotels in Moorhead, Minnesota, and Minot, North Dakota.

Announcement of the pending negotiations was made in St. Paul by John M. Budd, president of Great Northern Railway and the Glacier Park Company. Mr. Budd stated that the negotiations with Mr. Knutson will not involve sale or lease of park properties.

W. B. Hartz-1894-1956



Mr. Hartz

William B. Hartz, 62, of New York City, Great Northern Rail-way's eastern traffic manager and foreign traffic manager, died unexpectedly on September 26.

A native New Yorker, Mr. Hartz was with the

Pennsylvania Railroad for a six year period before he joined GN's New York traffic office in 1920 as a rate clerk.

He served there successively as chief clerk, contracting freight agent, commercial agent and general agent before 1945 appointment as eastern traffic manager.

Additional duties assigned in 1947 gave him jurisdiction over all matters pertaining to foreign freight.



The nation's 4,175,134 Boy Scouts and leaders, in cooperation with Freedoms Foundation at Valley Forge, are busy in a nonpartisan Get-Out-the-Vote campaign

One and a quarter million posters are being placed on display to remind citizens to register and vote. Just before Election Day, November 6, the Scouts will place Liberty Bell hangers on the door knobs of 35,000,000 homes urging every citizen to vote.

Wins FRP Fellowship

Great Northern trainmaster William L. Dorcy of Glasgow, Montana, has been selected to receive one of three \$1,000 fellowships awarded annually by the Federation for Railroad Progress.

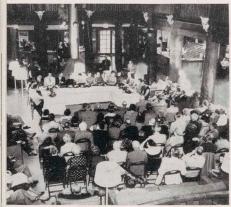
James G. Lyne, the Federation's chairman, announced that Dorcy, winner for the Western District, will pursue graduate studies in the field of transportation and personnel at Northwestern University in Chicago.

Seven



AARTA president Harold K. North becomes a member of the Blackfeet Indian tribe at ceremonies performed in Glacier Park Hotel.

A.A.R.T.A. ANNUAL CONVENTION



Unique entertainment was provided by the Madrigal Singers of Many Glacier Hotel.

MANY GLACIER HOTEL SEPTEMBER 4-8, 1956

Sunny, pleasant days contrasted with crisp, cool, sleep-inducing nights during the Annual Sales and Educational Meeting of the American Association of Railroad Ticket Agents at Many Glacier Hotel, in the heart of Glacier National Park, September 4 through 8, 1956. It marked the first time that the organization's national convention has been held at Glacier, and afforded some 300 delegates, members and their wives an opportunity to combine a western national park vacation with the more serious convention business.

(Continued on page 10)

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Great Northern executives address the AARTA. Left to right: John M. Budd, president; C. E. Finley, vice president-traffic; P. G. Holmes, passenger traffic manager.

Photos by Lacy

Left to right: Messrs. North, Hutton and Florance—Eagle Boy, Iron Horse and Crow Feather respectively, display their colorfully inscribed buckskin tribal credentials.

AARTA delegates and their ladies aboard the MV International, at Waterton Lakes National Park in Alberta, Canada. Prince of Wales Hotel in background.

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4-8, 1950

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AARTA—Continued

Upon arrival from the east by Great Northern special train at Glacier Park Station at 9:30 AM, September 4, the entire party detrained and proceeded to nearby Glacier Park Hotel where costumed Blackfeet Indians presented an authentic Pow Wow. With full ceremony, three AARTA officers were inducted into the tribe. Harold K. North, president, became Eagle Boy. John D. Florance, vice president, was named Crow Feather. Ed R. Hutton, secretary-treasurer, now also is known as Iron Horse.

After the ceremonies, part of the group reboarded the train and continued to Belton, Montana, western park gateway, and thence by motor to Lake McDonald Hotel, and over Going-to-the-Sun Highway via Logan Pass to Many Glacier Hotel, convention headquarters. The others lunched at Glacier Park Hotel before traveling on to Many Glacier, with a stop at Two Medicine Lake.

That night at dinner, Great Northern vice president-traffic, C. E. Finley, and passenger traffic manager P. G. Holmes, officially welcomed the group. Entertainment following dinner consisted of a songfest by the fine



choral group which is made up of hotel employes, an illustrated lecture on the park by a ranger-naturalist,

and dancing in the Grill.

During the next two days, while various committees were in session, most of the delegates and their ladies went hiking, horseback riding, sightseeing or took launch cruises on mountain-ringed Swiftcurrent and Josephine Lakes. On Wednesday, half of the group motored to Prince of Wales Hotel in Canada's Waterton Lakes National Park. Activity here included a cruise on Waterton Lake, crossing the International Boundary to the United States and back to Canada en route. The rest of the delegates made a similar trip on Thursday.

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Also held late Wednesday afternoon was a Great Northern-sponsored buffet lunch and cocktail party. Great Northern hosts and hostesses were Mr. and Mrs. Holmes; Miss Polly Williams, secretary to the passenger traffic manager; S. M. Farrell, assistant passenger traffic manager; R. J. Class, assistant general passenger agent, all from St. Paul, and Graham M. Franch, assistant general passenger

agent from Chicago.

Main speaker at the Thursday evening annual banquet was Great Northern president John M. Budd, who was made an honorary life member of the AARTA, as was Mr. Finley when he addressed the group two evenings previously.

Friday, September 7 was given over almost entirely to the serious business of the convention including election of officers. Named to head the organization as president for the ensuing year was John D. Florance of Chicago, manager of the Travel Center at LaSalle Street Station for the Rock Island and Nickel Plate Railroads. George D. Douglas, ticket agent at Englewood Union Station,

(Concluded on page 12)

AARTA dinner guests were Glacier Park Superintendent J. W. Emmert and Mrs. Emmert.

Ten



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sday,

Two depression mongers were moaning and groaning about a slight dip in the stock market. They were sure another '29 would blow in any minute and the whole country would starve to death.

"Come over to my house," said Moaner, "there may be a few measly drinks left in the Scotch bottle."

"Can't," said Groaner. "This is my bridge night."

"Okay," said the Moaner, "I'll jump off with you."

Nobody We Know

Some people hope to be elected to heaven when they aren't even running for office.

Not Fussy

A government crop inspector visited a hillbilly farm and began asking questions.

"Do you people around here have trouble with insects getting in your corn?"

"We sure do," said the farmer, "but we jes' fishes them out an' drinks it anyhow."

Thank You Kindly

"Have I told you about my grand-children?"

"No, and I appreciate it."

Mistaken Identity

A slightly hilarious guest at a party embraced a strange woman by mistake. He apologized, "Excuse me, madam, but I thought you were my wife."

"You're a fine sort of husband for any woman to have, you stupid, drunken lout," the woman said angrily.

"There, you see?" exclaimed the tipsy one triumphantly. "You even talk like her."

Halloween Pranx

A kindhearted gentleman saw a little boy trying to reach a doorbell. He rang the bell for him, then said: "What now, my little man?"

"Run like hell," said the little boy. "That's what I'm going to do."

That's My Boy

"Well, Mark," said the little boy's mother as he walked into the kitchen, "were you a good boy at school today?"

"Sure," answered the lad. "How much trouble can you get into standing in a corner all day?"

Down Through the Ages

Boy: "In the old days did the knights fight with battle-axes?"

Father: "Well, the married ones did."

Eleven

Hungry Horse "Highball"



Eight-foot steel "highball" on display at Hungry Horse, Montana. Photo by Mel Ruder, Hungry Horse News.

A new visitor attraction has been added at Hungry Horse, Montana, site of gigantic Hungry Horse Dam.

One of the huge steel balls which were used in clearing the heavily-forested 22,500-acre Hungry Horse Reservoir in record time has been placed on permanent display.

In the revolutionary and much publicized mechanized land-clearing procedure, a pair of these 4½ ton, 8 foot diameter "highballs", were pulled with heavy steel cables behind teams of diesel crawler-type tractors. With the balls to keep the cables off the ground and out of the way of stumps, the "wire" snagged down everything in its path, even the largest trees, at a rate rivaling the legendary feats of Paul Bunyan.

AARTA-Concluded

Chicago, was elected vice president. Ed R. Hutton, New York Central (retired) was re-elected secretarytreasurer.

Mrs. Holmes and Miss Williams, presided at an afternoon tea and style show held for the ladies.

Saturday, September 8 saw members disperse to the four points of the

compass. Some went north to Prince of Wales Hotel and thence to other Canadian Rocky resorts. The rest motored over the Continental Divide via spectacular Going-to-the-Sun Highway to rustic Lake McDonald Hotel for lunch, and then along the shores of beautiful Lake McDonald to Belton station.

One group continued westward via the Western Star to the Pacific Northwest. Another party headed south to Yellowstone. Still others boarded special cars on the eastbound Western Star for the homeward journey.

GN Promotions



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T. H. Green, since 1952 Great Northern commercial agent at St. Paul, has been transferred to Fargo, North Dakota, as general agent succeeding the late A. M. Brandvik.

Green came to the railway in 1947 as a clerk in the Vancouver, British Columbia, freight traffic office. From there he went to Wenatchee, Washington as chief clerk. He was Fargo city freight agent during 1952.

Succeeding Green as commercial agent at St. Paul is John D. Lamey. Lamey joined the railway at St. Paul in 1929, and has been city freight agent there since 1948.

John R. Olive comes to St. Paul as city freight agent succeeding Lamey. With Great Northern since 1949, he served at Grand Forks, North Dakota, from 1951 until transfer in 1953 to Milwaukee as chief clerk.

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Above: A vine-covered pergola frames a vineyard at the foot of Cucamonga peak. Right: From deep in a California winery cellar, Nola Robinson, 1956 Vintage Queen, offers a toast to National Wine Week.



America's Vintage Festival—October 13-20

The annual vintage season is here again, and throughout California and the other wine-growing states, wine growers are harvesting their grapes and beginning the long slow process of making them into fine wines.

In olden times, the annual vintage was a time of celebration, of singing and dancing, of joy and laughter. Here in America, the special observance is National Wine Week, held this year October 13-20. Many restaurants and hotels feature wine receptions and dances, and in the wine growing districts fairs and festivals, wine tastings, luncheons and dinners signal the gathering of the vintage.

Since Thomas Jefferson first planted grapes at Monticello, the making of wine has grown into one of America's most important agricultural industries.

California, which grows 90 per cent of the wine produced in the United States was producing wine long before Jefferson's wine experimenting in Virginia, for the Franciscan fathers first planted grapes there in 1769.

California is ideally suited for wine growing, with a range of climate and soil conditions making possible the production of distinguished wines in every traditional type category—red and white table wines, appetizer wines like Sherry, sweet desert wines and elegant Champagne.

There is steadily growing appreciation of the quality excellence of California wines, and, as a result, every year around 100,000,000 gallons are being shipped, mostly by rail, from the Golden State.

Thirteen

PROGRESS IS A GREAT NORTHERN HABIT

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Fur, Fin, Feathers and Fun



North Dakota boasts some of the best all-around diversified hunting in the nation. And nowhere else is the hunter afforded more privacy for his sport than in this state with its vast prairies, gentle rolling hills, dotted with thousands of lakes and potholes, and the rugged Badlands.

Here is where countless species of game and fowl flourish—ducks, geese, pheasants, Hungarian partridges, sharptailed and ruffed grouse, antelope, white-tailed and mule deer.

Game officials are helpful and courteous, and most landowners, themselves sportsmen, are willing to share their hunting grounds with others.

Fishing, also has, of late, enhanced North Dakota's claim as a paradise for sportsmen and sportswomen.

Aided by an intelligent program of fish culture and planting and by the opening of new fishing waters, the fisherman in North Dakota today finds, in abundance, northern pike, walleyes, large-mouthed bass, sunfish and crap-

pies. Trout, newly introduced, soon will become legal game fish.

For fur, fin, feathers and fun, North Dakota rates with the best in the nation.

GN Report Rates "Oscar"

In final ratings by an independent board of judges in the 16th annual competition sponsored by "Financial World," national weekly magazine, the annual report of Great Northern Railway was judged as the best of the country's largest railways. Mr. V. P. Turnburke, Great Northern vice president, executive department, prepared the prize-winning report.

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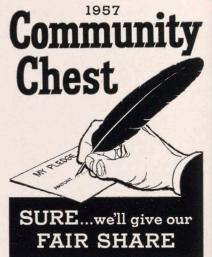
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In recognition, a bronze "Oscar of Industry" will be presented to Mr. Turnburke, at the annual awards banquet to be held in New York City, October 29, 1956. The affair is expected to attract some 1,400 business and financial leaders from all over the United States, Canada, and Latin America.



Fourteen

YOUR FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Glanings

Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1956, are: Roland R. Anderson, general storekeeper, St. Paul, Minn.; Ernest J. Anderson, engineer, Kelly Lake, Minn.; Lawrence W. Bonawitz, agent, Wildrose, N. D.; Arthur M. Brandvik, general agent, Fargo, N. D.; William F. Crotty, engineer, Spokane, Wash.; Chester W. Helnore, conductor, Minot, N. D.; Chester A. Libby, engineer, Anaconda, Mont.; Henry W. Larson, conductor, Willmar, Minn.; Howard P. Larson, traveling engineer, Willmar, Minn.; Leo P. Manion, lineman, Grand Forks, N. D.: Edward J. Mullen, express messenger, St. Paul, Minn.; James Mc-Carthy, electrical foreman, St. Paul, Minn.; Timothy P. O'Connell, general claims attorney, St. Paul, Minn.; Wilfred L. Paquette, car foreman, Vancouver, B. C.; Ernest W. Pearson, baggage foreman, Minneapolis, Minn.; Edward H. Rozelle, train baggageman, Spokane, Wash.; Charles Riach, shop foreman, St. Paul, Minn.; Nicholas Stockhammer, assistant secretary and assistant treasurer, New York, N. Y.; Clyde W. Tilton, general auditor, St. Paul, Minn.; Joseph C. Unger, brakeman, Seattle, Washington.

Members reported pensioned during September, 1956, are: George E. Bryan, fireman, Sioux City, Iowa; Thomas J. Greene, superintendent, ore docks, Allouez, Wis.; George J. King, gateman, Minneapolis, Minn.; Frank H. Lawson, upholsterer, St. Paul, Minn.; John R. Robertson, joint train baggageman, St. Paul, Minn.; Oscar N. Sauer, engineer, St. Cloud, Minn.; Deane L. Sherman, conductor, Whitefish, Mont.; Walter J. Sperry, conductor, Willmar, Minn.; Dean Williams, yardmaster Minneapolis, Minn.

Dates for observance of the 24th annual Puyallup Valley Daffodil Festival have been set for April 8 through 15, 1957. The event is staged each year in the heart of the Puget Sound country in the State of Washington, jointly by the communities of Puyallup, Tacoma, Sumner and Orting.

The Railroad Young Men's Christian Association is conducting its annual Continental Membership Enrollment during October.

James M. Fenelon of Fargo, former state representative of the National Foundation for Infantile Paralysis, has joined the Greater North Dakota Association as its membership secretary.

Don't brag: It isn't the whistle that pulls the train.

Fifteen

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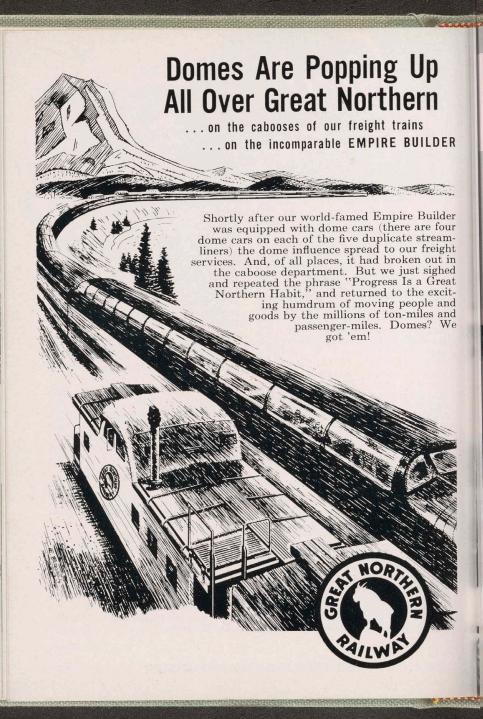
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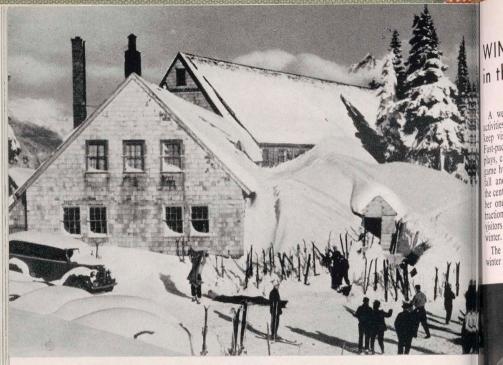
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Skiing at Mount Rainier. Washington winter sports developments are receiving world wide attention, and attendance records at the state's winter recreation areas are shattered with each new season.



Ski students line up for tows at popular Snoqualmie Pass Ski area east of Seattle.



Lone skier on the slope of Mount Rainier gazes at scenic Paradise Valley and the Tatoosh Range.

WINTER VACATIONS in the EVERGREEN STATE

A wealth of special events and activities in Washington State will keep visitors in a whirl this winter. Fast-paced college football games, plays, concerts, bird shooting and big game hunting, all are part of the late fall and winter merry-go-round. In the center ring and vying for the number one popularity spot are two attractions which bring thousands of visitors to the Evergreen State every winter.

The two big drawing cards are winter steelhead trout fishing which

begins December 2, and the skiing season which gets under way just after Thanksgiving. Then, many a vacation-bound traveler locks the garage behind the family flivver and boards the streamlined Western Star or Empire Builder for a carefree trip to the great Pacific Northwest.

Great Northern rails pass through some of Washington's finest skiing areas. Just 34 miles northeast of Spokane at Mount Spokane State Park is a ski area rated tops in the Pacific Northwest. The Wenatchee Ski Bowl is famous in north-central Washington. One of the largest developed winter sports areas is Stevens Pass east of Everett.

Only 49 miles east of Seattle is the Snoqualmie Pass Ski Area—a huge playground featuring a new electric chair-lift, a dozen or more rope tows and overnight accommodations. In all there are more than 30 winter

(Concluded on page 6)



Bob Smith, Seattle, with 12 and 8 pound steelheads taken on a recent opening day.



Seated comfortably in chairs on the bank of the Wallace River, steelhead fishermen wait for strikes.

The Great Northern

Vol. 26 November, 1956 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, 175 East Fourth Street, Saint Paul 1, Minnesota.

The Goat's Cover



Great Northern President John M. Budd was one of the main speakers at the dedication of the railway's Gavin Yard on October 12, 1956.

Four

Your Railroads

A batting average of close to 98 per cent in the number of convictions in all cases tried in court is a record of which any protective agency may be justly proud. The railroad police have maintained this pace for many years.

This highly commendable record is the result, first, of careful selection of personnel, and, second, thorough training of each member of the team.

Over the years training programs in connection with the railroad police departments have become more intensive as well as more extensive. While there can be no substitute for on-thejob training under the guidance of experienced officers and the observance of carefully prepared rules and regulations, several railroads maintain schools for the training of beginners, and some also provide classroom and visual-aid training for more experienced personnel.

The widely recognized need for comprehensive training led to the organization in 1951 of the National Railroad Police Academy as an activity of the Protective Section of the Association of American Railroads. Running for a period of two weeks and comprised of sessions dealing with every important phase of railroad police work, the Academy was so well received that it has been held annually ever since.

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The Academy has received outstanding assistance from the Federal Bureau of Investigation, as well as the police departments of Chicago and Milwaukee, the Post Office Department, the United States Secret Service, the Mutual Investigation Bureau, the Army Military Intelligence, the American Red Cross and several other agencies.



Buffet-lounge section of new "Manitoba Club" and "Winnipeg Club" cars. Mural on bulkhead is a montage of Winnipeg and Twin Cities scenes.

Winnipeg Limited Modernization Completed

The second of two streamlined sleeper-buffet-lounge cars has gone into service on Great Northern Railway's Winnipeg Limited, completing the modernization of the twin overnight trains between St. Paul-Minneapolis and Winnipeg, Manitoba.

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Named the "Winnipeg Club" and "Manitoba Club", the colorful cars were recently delivered to Great Northern by the Pullman-Standard Company of Chicago.

Originally built as Pullman sleeping cars for the streamlined Empire Builder, the two cars were completely remodeled and refurbished for the Winnipeg-Twin Cities service.

The buffet-lounge area of each car offers lounge and sofa seating for 12 passengers, with table seating for an

additional 12. Beverage, snack and breakfast service is provided in this 39-foot section of the 85-foot car.

Between the buffet-lounge and the sleeper section of the car is a small galley. Sleeping accommodations include two bedrooms and eight duplex-roomettes.

Much of the decorative motif for the two cars was borrowed from Great Northern's new Empire Builder Great Dome cars, which feature the distinctive colors and unique art forms of the Pacific North Coast Indians of British Columbia and Alaska. A departure from this decor is a large photo mural on the end bulkhead of the buffet-lounge section. The mural is a montage of familiar Twin Cities and Winnipeg scenes.

(Concluded on page 6)

Five

WASHINGTON—Conclusion

sports areas open to the public and accessible from major cities. The Mount Baker Area is only 56 miles east of Bellingham. Tacoma skiers make the trip to Paradise Valley in Mount Rainier National Park. The White Pass Area serves central Washington.

In addition to Snoqualmie's chair-lift, there are modern lifts at Mount Baker, Stevens Pass, Mount Spokane and White Pass. Many visitors spend a few hours or days in the mountains just to frolic in the snow, snap pictures of the soaring peaks, or fill their lungs with crisp mountain air. You don't have to ski to enjoy the mountains. For non-skiers, riding the chair-lifts through thousands of feet of vertical rise can be thrilling enough.

And then there's steelhead fishing. Anglers agree about steelhead, that pound for pound they put up the biggest fight of any game fish. They enter the western rivers to spawn during the winter, but unlike salmon, they don't die, but return to salt water.

When a steelhead has his mind made up to go spawning, he gets mighty angry at the fisherman who gets in his way. Fished from river banks or from boats, the trout take the bait gentle, but from then on it's a wild tussle. Anglers have been known to play a steelhead for an hour before getting near it. Steelhead average between 8 and 12 pounds; the record is 28 pounds.

Steelheading like skiing is popular because of its accessibility. Some of the best fishing rivers empty into Puget Sound a few miles from Seattle. Last year, top rivers included the Skagit north of Seattle, the Nisqually near Olympia, and the Puyallup which flows through Puyallup and Tacoma.

Some steelheaders prefer to fish on the scenic Olympic Peninsula. They can take time off from their sport to witness one of the spectacular winter storms which buffet Washington's wild and lovely coast. After a storm, even dedicated fishermen can't resist the temptation to go beachcombing.

Heads North Dakota Police

E. C. Robinson, Great Northern Railway special agent at Grand Forks, was elected president of the North Dakota Peace Officers Association at the organization's recent 46th annual convention.

The Association is made up of approximately 1,500 North Dakota sheriffs, chiefs of police, highway patrolmen, detectives, supervisory police officers and patrolmen.

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WINNIPEG LTD.—Conclusion

The Winnipeg Limited, with nightly departures from both terminals, has been gradually re-equipped by Great Northern during the past few years. Delivery of the sleeper-buffet-lounge cars completes the modernization program.

Six

Historians have established that in 1579 Sir Francis Drake landed at this point on the Northern California coast.

Landing Place of the Golden Hind

Navigators who get where they are going by being precise, and historians whose stock in trade is accuracy, have collaborated in pinpointing the landing place in 1579 of Sir Francis Drake in what is now part of Northern California's Redwood Empire.

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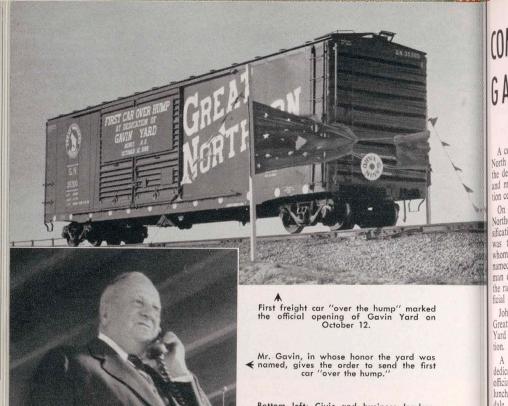
Fleet Admiral Chester W. Nimitz (retired), honorary chairman of the Drake Navigators Guild, has revealed that extensive research has established that Sir Francis beached his ship, the Golden Hind, on a small cove on the west side of Drake's Estero, a tidal inlet on the north shore of Drake's Bay, Marin County, about 30 miles north of the Golden Gate.

The findings of the Drake Navigators Guild were accepted as accurate by A. A. Cummings, curator of Buckley Abbey in England, Drake's former home which now is a museum memorial to the famed explorer.

A metal plaque recording the landing north of San Francisco was left by Sir Francis and was unearthed in 1933 on a ranch overlooking the bay. The authenticity of the plaque was established by experts and it is now on display in the Bancroft Library at the University of California in Berkeley.

Plans for designating the landing place of the Golden Hind as a nation-(Concluded on page 10)

Seven



Bottom left: Civic and business leaders, Great Northern directors and officials at-tended a luncheon which preceded dedica-tion ceremonies.

On hand to provide music and entertainment was Great Northern's drum and bugle corps from St. Paul.





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COMMUNITY CELEBRATION MARKS GAVIN YARD DEDICATION

October 12, 1956

A community celebration at Minot, North Dakota, on October 12, marked the dedication of the nation's newest and most advanced freight classification center. Gavin Yard.

On hand to officially open Great Northern Railway's \$6½-million classification yard, just east of the city, was the former GN president for whom the big electronic facility is named. Frank J. Gavin, now chairman of the board of directors, gave the radio order to release the first official car of freight "over the hump."

John M. Budd, president of the Great Northern, dedicated Gavin Yard at the high point of the celebration.

Yard on

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d entertaindrum and A civic luncheon preceding the dedication honored Great Northern officials and directors. At the luncheon, Governor Norman Brunsdale paid tribute to the railway for

the people of North Dakota. The railway's board of directors added to the celebration by holding their quarterly meeting at Minot during the morning. It was the first time the board had ever met west of St. Paul, company headquarters city.

Gavin Yard has 56 miles of tracks within its 461 acres and is 3½ miles long. When cars are being classified, each full train arriving on Great Northern's main line is taken onto the elevated "hump tracks" where "cuts" of one to five cars are released from the train and propelled by gravity to one of 27 classification tracks. Electronically operated retarders or braking devices control the speed of cars so that they couple into new train sections at a speed of less than four miles an hour. The weight of the car, its "rollability", wind velocity and

(Concluded on page 10)

North Dakota Governor Norman Brunsdale spoke at the luncheon and later at the dedication > ceremonies.

Left to right: C. O. Jenks, GN vice presidentoperations (retired); Frank J. Gavin, chairman of the board of directors; John M. Budd, president.





Aboard the Empire Builder



Shown above, Mr. and Mrs. R. M. Lane of Victoria, British Columbia, and their two younger children Dorothy and Cyril, wave to friends as they leave Seattle aboard Great Northern's Great Dome Empire Builder bound for Chicago.

The family was en route to a Caribbean vacation which will take them to

Jamaica, Cuba and Haiti.

The Lanes are proprietors of famed Olde England Inn in Victoria. The unique hostelry, one of the most unusual in North America, is a half-timbered, gabled structure, reminiscent of Tudor England both in exterior appearance and interior furnishings.

GAVIN YARD—Conclusion other factors affecting the speed of each car are electronically computed as it runs down the four per cent grade between the hump tracks and the tracks which fan out below the master retarder.

Special facilities within the yard

include a freight house for rapid transferring of less-than-carload shipments, ramps for the loading and unloading of truck trailers from flatcars in piggy back service, tracks for Federal inspection of wheat shipments, car repair shops and engine service equipment.

Communications play a large part in the operation of Gavin Yard. Workers may talk with supervisors in master control towers by portable two-way radio or through intercom circuits. Throughout the flood-lighted yard are "talkback" stations with microphone and loudspeaker at each for telephone communications. There also is a paging and pneumatic tube

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Because of its strategic location in relation to Great Northern lines both east and west of Minot, an untold amount of switching which has up to now been accomplished at other points, will be done at this installation. The resulting more rapid classification of cars and dispatching of classified trains means vastly improved service to shippers. With less delays at other yards, the movement of freight will be expedited across the railway. Schedules will be more dependable and commodities will be less subject to damage en route. The yard will operate around the clock with a peak traffic capacity of 3,600 cars in each 24-hour period.

Gavin Yard was authorized by Great Northern directors in October, 1954. Construction was begun in

April, 1955.

GOLDEN HIND—Conclusion

al monument are now expected to go ahead. Heretofore, efforts have been thwarted because of differences of opinion on just where Sir Francis beached his ship for overhauling.

Drake's Bay, favored sailing waters for many yachtsmen, is one of scores of points of historical interest that are magnets for tourists visiting the Red-

wood Empire.



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"Ethics," the man told his son, "is vital to everyday living. For example, today an old friend paid me back a loan with a new hundred-dollar bill. As he was leaving I discovered he'd given me two bills stuck together. Immediately a question of ethics arose: Should I tell your mother?"

* * * Pressure Group

Behind every successful man can usually be found three people: his wife, and Mr. and Mrs. Jones.

You Get What You Pay For

Diner: "Give me a chicken salad." Waitress: "Do you want the 40-cent one or the 50-cent one?"

Diner: "What's the difference?"

Waitress: "The 40-cent ones are made of veal and pork and the 50-cent ones are made of tuna."

Prepared For Anything

George: "Well, I must go home and explain things to my wife."

Jim: "What things?"

George: "How do I know?"

Think It Over

People who wonder where this younger generation is headed would do well to consider where it came from.

What's the Hurry?

In the old days if anybody missed a stagecoach he was content to wait a day or two for the next one. Now he squawks if he misses one section of a revolving door.

The Big Switch

About age 16, most boy scouts become girl scouts.

Open Season

Mrs. Newlywed. "I'm worried about my dinner tomorrow night."

Neighbor: "What's the matter?"

Mrs. Newlywed: "Well, Frank said he was going out to shoot craps tonight and I don't know the first thing about cooking them."

Save the Premium

"Do you want all of your office furniture insured against theft?"

"Yes, all except the clock. Everybody watches that."

* * * Be Diplomatic

It's always easier to arrive at a firm conviction about a problem after you know what the boss thinks.

Disconcerting Approach

Love Your Enemies. It will drive them nuts.

Eleven

GN Eastern Appointments





Burns

Sims

John F. Burns has been appointed eastern and foreign traffic manager for Great Northern Railway with head-quarters in New York City. Burns, who has been with Great Northern in New York since 1920, and general eastern agent since 1947, succeeds the late W. B. Hartz.

Ambrose T. Sims, general agent at New York, succeeds Burns as general eastern agent.

Michael A. Unger, traveling freight agent at New York, succeeds Sims as general agent.

Albert J. Hoehn, traveling freight agent at Philadelphia, succeeds Unger in the same position at New York.

Robert W. Doane, city freight agent at Philadelphia, succeeds Hoehn as traveling freight agent there.

Thoms F. Ennis, Jr., steno-clerk at Philadelphia, succeeds Doane as city freight agent.

GN Scholarships

Four-year college scholarships will be awarded again in 1957 to sons of Great Northern employes in the United States and Canada, according to an announcement by John M. Budd, president of the railway.

Great Northern's educational award program, initiated a year ago, brought scholarships to three graduating high school students last May. A minimum of three scholarships will be awarded again next spring. Application deadline is March 1, 1957.

Basic grants are \$750 per academic year for four years, with winning students permitted to select any accredited college or university. A fifth year will be considered in five-year courses for students of outstanding scholastic ability. Great Northern also offers scholarship students summer-time work on the railway.

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Selection of winning students again 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. Names of the committee members will be announced later.

Among the provisions of the scholarship plan is the requirement that a parent of a competing student must have been a Great Northern employe for not less than 10 years. An eligible student also must graduate in the top third of his high school class, and be agreeable to beginning college work the fall following high school graduation, unless inducted into the military service.

Elected



Van Zinderin

L. L. Van Zinderin, Great Northern Railway statistician, has been elected treasurer of the Saint Paul Chapter of the National Association of Cost Accountants.

A. F. Miller, factory controller, The United States

Bedding Company, is president; R. D. Wilson, systems analyst, Brown & Bigelow, is vice president; D. P. Selleck, assistant controller, Minnesota Mining & Manufacturing Company, is vice president; H. J. Walker, bursar, College of St. Thomas, is secretary.

Progress in Spokane

Construction crews are in a race with Old Man Winter as they rush work on a new \$5,360,000 bridge in Spokane, Washington, "Hub of the Inland Empire".

Project officials on the city's first major bridge-building job in decades hope to complete the span's substructure before Christmas, but an early winter could force a halt on the work until spring.

Long in the planning stages and now actually under way, the Maple Street bridge will do much to alleviate Spokane's traffic problem. It will provide a crossing of the Spokane River west of the present Monroe Street bridge, which has handled the brunt of cross-town traffic over the river for 45 years.

The 1,713-foot streamlined span will have four lanes for vehicular traffic, and sidewalks. Overhang design lighting will be utilized and there will be 17 piers and three abutments. It will connect Maple Street on the south and Ash Street on the north.

The need for an additional span has long been felt in Spokane whose population in 1910 was 104,402. Today the city has 186,000 residents, but fewer bridges than were across the Spokane River in 1910. Studies have indicated need for yet another span.

Architect's conception of new bridge under construction at Spokane, Washington.



Peace Garden Gets Ten Commandments



A Ten Commandments monolith has been presented by the Fraternal Order of Eagles, to the world's only International Peace Garden—the Fortress of Friendship located on the Canadian-U. S. boundary north of Dunseith, North Dakota.

A large audience was attracted to the Garden when Charlton Heston, motion picture star who portrays Moses in the forthcoming "Ten Commandments", unveiled the stone.

In the above picture, Heston, at left, looks at the monolith with Judge E. J. Ruegemer of St. Cloud, Minnesota, director of the Eagles National Youth Guidance Committee. Judge Ruegemer made the formal presentation to D. J. McKenzie of Winnipeg, Manitoba, president of International Peace Garden, Incorporated.

Heston said the monolith commemorates the lasting friendship between the United States and Canada and symbolizes the principle of freedom under God on which the governments of the two countries are based.

Thirteen

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GN Appointments





Downing

Holmquist

Robert W. Downing, superintendent of Great Northern's Minot division, has been transferred to St. Paul as assistant to the president. In his new capacity, Downing will represent Great Northern in consolidation studies being conducted jointly with the Northern Pacific, Burlington, and Spokane, Portland & Seattle railways. He also will have other executive department duties as assistant to John M. Budd, Great Northern president.

Succeeding Downing as superintendent of the Minot division is Harold H. Holmquist of St. Paul, since 1955 director of specialized services.

A civil engineering graduate of Yale University, Downing began his railroad career with the Pennsylvania in 1935. He joined Great Northern in 1938 as assistant to the division superintendent at Whitefish, Montana. serving subsequently as division roadmaster at Whitefish; division roadmaster and then trainmaster at Great Falls; trainmaster at Glasgow and at Spokane before becoming Minot division superintendent in 1954.

Holmquist joined Great Northern in 1942 as assistant to the division roadmaster at Great Falls, after a postgraduate course in transportation at Yale University. Following a 1944 appointment as assistant trainmaster at Seattle he was successively trainmaster at various Montana and Washington points until transfer to St. Paul in 1955.

Fourteen

International Livestock **Exposition Tour**

For the convenience of agriculturalists, livestock men, women's homemaker clubs and others located in the territory served by Great Northern who plan to attend the 1956 International Livestock Exposition, the railway has arranged a personallyconducted tour to Chicago.

One low cost includes round trip rail transportation aboard the streamlined Western Star, four full days and three nights in Chicago (November 27 through November 30); room with bath in first class hotel; admission to the Exposition and reserved seat at the Horse Show; conducted tours of Sears Roebuck & Company mail order department, Museum of Science and Industry, Merchandise Mart and new Prudential Insurance Building: admission to a network radio broadcast and hit show; comprehensive sightseeing of the city; drive to Libertyville and visit to Hawthorne Mellody Dairy Farms, and dinner at the famed Kungsholm restaurant.

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Full information and costs may be obtained from any Great Northern Railway Agent, County Agent, or may be had by writing to the Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Western Railroads Cut Rates to Aid Drought Areas

Western Railroads have reduced rates on hay in carloads moving from points in western territory to drought areas in Texas, Oklahoma, Arizona, Colorado, Kansas, Nevada, New Mexico and Utah. They also have provided for the return without charge of livestock transported out of drought areas to feeding grounds in western territory.

As in past years, the railroads are the only form of transportation to contribute aid to drought-stricken

areas.

Glanings

Members of the Veteran's Association of the Great Northern Railway reported deceased during October, 1956, are: J. Francis Galvin, engineer, Great Falls, Mont.; John Koslowski, blacksmith, Sauk Rapids, Minn.; William Lavelle, engineer, Superior, Wis.; John Lindell, section foreman, Newport, Wash.; Cyrus E. Marlow, fireman, St. Cloud, Minn.; William J. Merrell, conductor, Missoula, Mont.; William E. Murphy, switch foreman, Superior, Wis.; Robert A. McGrath, machinist helper, Whitefish, Mont.; Matt Simon, water service foreman, Rugby, N. D.; William L. Sullivan, engineer, Crookston, Minn.; Manford E. Taggart, switch foreman, Allouez, Wis.; Albert N. Webb, way-bill clerk, St. Paul, Minn.; George M. West, engineer, Kelly Lake, Minnesota.

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Members reported pensioned during October, 1956, are: Edward Anderson, conductor, Sioux City, Iowa; Arthur W. Borowick, engineer, St. Paul, Minn.; Allen V. Chesbro, Sr., agent, Raynesford, Mont.; Frank Diflorio, section foreman, Lewistown, Mont.; Martin E. Johnson, carman, St. Paul, Minn.; Ellis E. Jackson, relief car foreman, Moorhead, Minn.; William Julius, machinist helper, Sioux City, Iowa; Jacob Keller, engineer, Grand Forks, N. D.; Walter F. Long, baggageman, St. Paul, Minn.; Herman F. Meicho, leading machinist, Spokane, Wash.; William A. Nay, track repairman, Hillyard, Wash.; Frank J. O'Neill, engineer, St. Paul, Minn.; Roscoe Oglesby, labor utility foreman, Havre, Mont.; Peter J. Petron, section foreman, Stanley, N. D.; William O. Rice, conductor, Minneapolis, Minn.; Olof R. Sundeen, pipefitter, Havre, Mont.; Charles Storm, passenger car helper, St. Paul, Minnesota.

The first North Dakota Hard Wheat Show will be held in Williston, November 9 and 10.

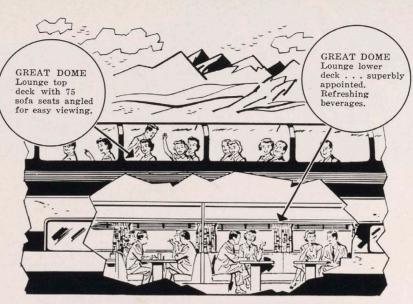
Morton (Spike) Sydness of Grand Forks, North Dakota, oldest special agent on Great Northern Railway, retired on September 30, 1956.

Dates for the 1957 St. Paul Winter Carnival are January 25 through February 3. The 1957 carnival theme will be "Winter Wizardry".

Glacier National Park Chief Ranger Elmer Fladmark has been honored with a National Park Service citation and \$200 cash award for his outstanding performance rating. This is the first time such recognition has been given to a Park Service man in Region No. 2, which includes Montana, Colorado, Wyoming and the plains states.

The presentation was made by Glacier Superintendent J. W. Emmert.

Fifteen



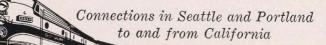
MORE DOME SEATS MORE SCENIC MILES

ON GREAT NORTHERN'S INCOMPARABLE
EMPIRE BUILDER

More dome seats, more miles of scenic beauty for your patrons when they go Great Northern's incomparable Empire Builder. Every day, each way through the Montana Rockies between Chicago and Seattle-Portland via St. Paul.

Minneapolis and Spokane.

GREAT DOME Lounge for Pullman passengers. GREAT DOME coaches with reserved, reclining leg-rest seats on lower deck for coach passengers. NO EXTRA FARE. IT'S GREAT!





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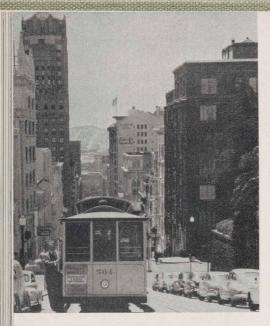
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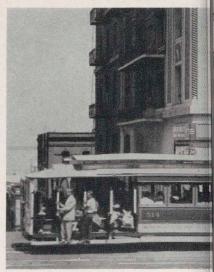




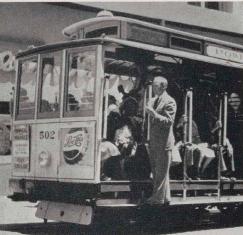


The Powell Street cable car on its way to

≼ Fisherman's Wharf, approaches the crest
of Nob Hill.

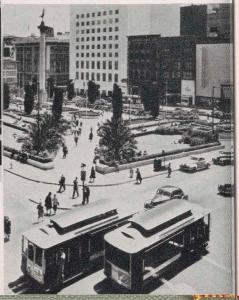


The cable car was invented in 1873 by a man who couldn't bear to see horses struggle up San Francisco's steep hills.



The Powell Street line cuts through the heart of San Francisco. Spectacular views of the city are seen all along the route to the Fisherman's Wharf turntable.

Union Square in the heart of San Francisco. Beneath the square is a huge un- ➤ derground garage.



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The California Street car ascends Nob Hill. In the background is the San Francisco-Oakland Bay Bridge. San Francisco Chamber of Commerce photos.

SIGHTSEEING BY CABLE CAR

One of the most interesting sightseeing trips to be found anywhere begins at the cable car turntable at Powell and Market Streets, San Francisco. Here in the heart of the modern city begins a fabulous clanking, swaying ride on one of the world's rarest and most exciting forms of urban transportation.

Hardly has the little car (Line No. 59) completed its Market Street-Fisherman's Wharf round trip when dozens of passengers flock aboard, while others help the operators push the tiny vehicle around on the turntable. The revolution completed, the car, loaded with about 30 seated passengers and a great many more straphangers, takes off up Powell Street.

Past the downtown border of San Francisco's "Tenderloin", famous restaurants and department stores, the (Continued on page 6)

End of the line at Bay and Taylor Streets. The cars are revolved on the old-fashioned turntable for the return trip.

The Great Northern

Vol. 26 December, 1956 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

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CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Print new address, including postal zone, if any, in form provided.

The Goat's Cover



Perennial winner of St. Paul's annual Christmas lighting and decorating competition is the home of A. W. Carlson, chief clerk, Great Northern Mail and Baggage Traffic Department. Color photo by, Ralph Clausen

Riehle Studios

One Solitary Life

Here is a man who was born in an obscure village, the child of a woman who, to her peasant neighbors, was just one of them and one with them. He grew up in another village. He worked in a carpenter shop until He was thirty, and then, for three years, He was an itinerant preacher. He never wrote a book. He never held an office. He never owned a horse. He never had a family. He never traveled two hundred miles from the place where He was born. He never did one of the things that usually accompany greatness. He had no credentials but Himself.

While still a young man the tide of private opinion turned against Him. His friends ran away. One of them denied Him. He was turned over to His enemies. He went through the mockery of a trial. He was nailed to a cross between two thieves. As He was dying, His executioners gambled for the only piece of property He had on earth, and that was His coat. When He was dead He was taken down and laid in a borrowed grave through the pity of a friend.

Nineteen wide centuries have come and gone and today He is the centerpiece of the human race and the leader of the column of progress.

I am far within the mark when I say that all the armies that ever marched, and all the navies that were ever built, and all the parliaments that ever sat, and all the kings that ever reigned, put together have not affected the life of man on this earth as has that One Solitary Life!

Source Unknown

Great Northern President John M. Budd (left) accepts bronze, silver and gold "Oscars" symbolic of the excellence of the railway's 1955 report to shareholders, from Weston Smith of New York, originator of the awards.

GN Annual Report Judged Best of 5,000



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Mr. Turnburke

Great Northern Railway's 1955 Report to Stockholders "swept the field" in annual awards announced recently by "Financial World," weekly business magazine.

As the "best of industry," the Great Northern report topped 5,000 annual reports judged in the nationwide competition. GN's report also won preliminary honors as the best of the Class I railroads and the best of all transportation.

Bronze, silver and gold "Oscars"

symbolic of the three awards were presented to John M. Budd, president of the Great Northern, at an awards dinner held October 29 in New York City. Making the presentation was Weston M. Smith, originator of the awards.

Also attending the awards dinner were Vernon P. Turnburke, vice president, executive department, who has edited Great Northern's annual report for a number of years, and William H. Gordenier, office engineer, who has assisted in the preparation of the reports.

Around 1,700 annual reports entered in the competition qualified for the final screening and these were judged in 100 industrial classifications for bronze trophies.

Five

CABLE CARS—Conclusion

car proceeds to Geary Street where the stop allows a quick glance at some of the city's famous theatres. On up to Post Street—one of the "stylish" avenues of shopping—Union Square is on the right and famed St. Francis Hotel is on the left.

Leaving Post Street, the little Powell Street car passes the offices of the American Association for the United Nations, more smart shops and the beautiful Sir Francis Drake Hotel.

After the crossing of Sutter Street comes a stiff climb up Nob Hill, one of the most colorful of the city's landmarks, where the fabulous characters of old ensconced themselves in huge

palatial homes.

A stop at California Street gives passengers a good look at the world-famed Mark Hopkins and Fairmont Hotels, staring across the street at each other like the gigantic competitors they are. The Fairmont is an ornate building housing such famous institutions as the Papagayo Room and "La Rounde," a carnival bar, while the "Mark" looms high capped by the widely-known "Top O' The Mark" from which a superb view of the entire Bay Area is afforded.

On from California Street, the old University Club lies on the right. The little car scoots downhill a block or two until the pagodas of Chinatown (largest Chinese community in the world outside of China itself) are seen. Grant Avenue, main street of Chinatown, parallels the car line.

The car swings noisily and swiftly around the turn from Powell to Jackson Street and takes a stiff climb to Mason Street, swings around the corner and starts out Mason in a beeline for "Little Italy." Then out and down Mason Street past Pacific Avenue and the Broadway tunnel, past Union Street to Columbus Avenue. heart of the North Beach Italian district where colorful restaurants mingle with theatres and night spots. the right is the huge, imposing and famous SS. Peter and Paul Church, while beyond is world-famed Telegraph Hill, home of the Bohemian set. The hill is topped by Coit Tower which rises 540 feet above the Bay.

The car clatters on down Columbus Avenue through the heart of "Little Italy", past colorful restaurants and night clubs, then makes a diagonal turn on Taylor Street and comes to rest at a turntable near Fisherman's nati

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Wharf.

Here is the perfect ending to a perfect ride: a world famous spot of fascination and intriguing food and sights. Nearby is the embarkation point for harbor tours, as well as the "Balclutha," famous old square-rigger recently refurbished and now admired by sightseers. Not far away, in Aquatic Park, is San Francisco's Maritime Museum, housing many nautical curiosities, and in the other direction, the Embarcadera of one of the world's best harbors.

In addition to these attractions, an hour spent at Fisherman's Wharf, watching the tiny vessels come in and out, tasting out-of-this-world food at its restaurants—Alioto's, DiMaggio's, Fisherman's Grotto, Sabella's, Tarantino's and the Tokyo Sikiyaki, among them—then re-boarding the cable car for the ride back to Powell and Market, adds up to one of the world's most distinctive experiences.

Help Fight TB



Buy Christmas Seals

Model railroading is a fascinating postime. Remote controlled accessories such as this coal elevator and storage bin perform operations ordinarily seen on real railroad sidings.

Grandpa probably got started with this 1912 mod-

Rails Under the Christmas Tree

Railroading at Christmas time means hectic hours and the overcoming of staggering problems. Because of railroaders devoted to their jobs, loved ones get home in time for Christmas festivities and gifts arrive from all over the world. And because of railroading, a tradition developed that has become as much a part of Christmas as mistletoe and fruit cake—a model train running under the Christmas tree.

el of a NYC & Hartford > steam turbine locomotive and freight set.

No one knows how many toy electric trains are in existence but it is estimated that over 60 per cent of all males regardless of age are rail hobbyists.

The first toy electric train was invented 56 years ago by a young gadgeteer named Joshua Lionel Cowen.

Like Mr. Pullman, his middle name has since become synonymous with toy electric trains.

Nothing could have been farther from his mind than toy trains, when, in the late 1890's young Cowen was preoccupied with such items as a fuse to ignite photographer's flash powder and potential uses of an electrical power storage unit which he invented to run a motor. He later gave his discovery to a friend who perfected the unit into what is now known as a dry cell battery and started the Everready Corporation.

Cowen attached the motor to a toy railroad flat car, connected the battery wires to the circular brass rails and within a year was officially in the toy

(Concluded on page 8)

Seven

THE STREAMLINED INTERNATIONALS

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Your Railroads

Ownership in railway securities is so widely distributed that nearly every family in the United States may be said to have a financial stake in the railway industry.

One has a financial interest in the railroads if he is among nearly 900,-000 railroad stockholders or close to one million railroad bondholders in the United States.

One has a financial interest in the railroads if he is among the millions of citizens who own life insurance policies or have deposits in savings banks or trust companies, for these institutions have a substantial share of their funds invested in railway securities. One has a financial interest in the railroads if the taxes which they pay help to lessen his own tax load.

Every American is interested in the well-being of the railroads, directly or indirectly, not only for the reasons mentioned above, but also because of the vital transportation service the railroads provide, day in and day out, in the movement of passengers, freight, express and mail.

Every thoughtful citizen knows that there can be no general prosperity in America without an adequate, well maintained, efficient railway transportation system.

TOY TRAINS—Conclusion

electric train manufacturing business.

He built an electrified locomotive, a precise duplicate of one used on the B&O. He also built a gondola car, and as a variation on the same theme, a trolley car.

Little by little he added to his products, coming up with passenger cars, freight cars, switches, crossings, semaphores and all the other accessories which make a model railroad look like the real McCoy. The Amer-

ican public shared his fascination. In 1905 it paid \$8,000 for his electric trains. Last year the public spent some \$50 million for Lionel trains and accessories.

Tastes in electric train sets have changed with the years. Up until 1933, two passenger train sets were sold to each freight train. Now the rating is somewhere around 20 freights to one passenger. Credit for this change is given to development of remote control, automatic, functional freight cars which add enormous play value to freight trains.

And no longer does a reasonable facsimile of a locomotive suffice to please the electric train enthusiast. Today the toy train manufacturer must furnish miniature detailed replicas of the real thing.

This Christmas one of Great Northern Railway's box cars will be high-balling through living rooms all over the country. The famous freight hauler complete with the goat emblem has been added to the Lionel line.

SANTA'S SUREST WAY



Eight

GREAT NORTHERN

INSENTINGENERAL STREET STREE

NDAC School of Pharmacy students and escorts board the eastbound Western Star at Fargo.

Future Pharmacists Travel GN

Special party groups traveling via Great Northern streamliners Red River and Western Star during the month just passed included the senior class of the North Dakota Agricultural College School of Pharmacy, Fargo, North Dakota. The group which numbered some 70 students and escorts, was bound for Indianapolis, Indiana, where are located the research laboratories and pharmaceutical manufacturing establishments of Eli Lilly and Company.

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Travel from Fargo to the Twin Cities was in extra cars attached to the Red River. During the layover in Minneapolis, entertainment and dinner was provided by McKesson & Robbins, Incorporated, local Lilly distributor. The return portion of the journey from Chicago to Fargo, was aboard the Western Star.

Escorts included Mr. & Mrs. Vern Hakes and Mr. and Mrs. J. W. Stone of the Lilly organization, and from the college, Mr. and Mrs. Richard O'Neil, Mrs. Evangeline James and Miss Vangie Johnson. John P. Connolly, GN traveling passenger agent, accompanied the group to the Twin Cities.

Primary purpose of the educational trip, which has become an annual affair, was to introduce the future pharmacists to the manufacturing and research phases of their profession. In Indianapolis for three days as guests of the Lilly Company, the class toured its extensive facilities, met and talked with officials and scientists, observed manufacturing processes and viewed educational films. Sightseeing and evening entertainment also was provided.

Nine

Minnesota Centennial Slated for '58



The State of Minnesota will be 100 years old in 1958, and already there is a hum of activity on capitol hill in St. Paul to insure that this will be a birthday party Americans will long remember.

A centennial is a big event in a state's history and to properly celebrate such an occasion takes long-range and large-scale planning.

On the statewide level committees are being set up for every vocation and avocation that constitute living in Minnesota. Some of these are agriculture, education, business-industrylabor, mining, transportation, sports, cultural arts, military, health, conservation and recreation.

County committees will develop projects on that level including community parades, tie-ins with county fairs and community celebrations, school programs, recognition of pioneers, preparation of county and community histories, and so on.

As with most centennials, there'll be pageantry, community celebrations, parades, music and drama festivals, new publications on the state's colorful history, agriculture and trade expositions and many other programs.

The high point will be reached May 11, 1958, when Statehood Day is observed with probably a million spectators on hand for a parade and ceremonies at the state capitol. Other millions will note the occasion in scores of commemorative programs elsewhere in the state.

Knutson to Operate Glacier Park Facilities

Announcement was made recently of the signing of a contract between the Glacier Park Company and Donald T. Knutson of Minneapolis for his management of the company's hotels, motor camps and other facilities in Glacier National Park and adjoining Waterton Lakes National Park in Canada.

Mr. John M. Budd, president of Great Northern Railway and the subsidiary Glacier Park Company, stated that the contract with Mr. Knutson does not involve sale or lease of park properties.

Frank M. Schnell



Mr. Schnell

Frank M. Schnell, 69, of Paterson, New Jersey, Great Northern Railway's former New York City general agent, passenger department, died unexpectedly on November 11.

Mr. Schnell entered railway service in 1908 with the Erie. He came to Great Northern in 1921 as New York City passenger agent, became district passenger agent in 1924, and was appointed general agent in 1938. He retired on December 31, 1952.

Ten

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Left: Section of Univac weighing several tons is hoisted to 5th floor, GN General Office Building. Below: Safely inside, the unit is moved on dollies.

GN Moves In Univac Computing Equipment

Univac, the "giant brain" of election night fame, has moved into St. Paul with delivery of one of the million-and-a-half dollar data processing systems to the Great Northern Railway.

Nearly 19 tons of delicate electronic equipment were gingerly hoisted 75 feet to a specially-constructed outside doorway on the fifth floor of the railway's general office building.

Inside the building the component parts of the huge computer were moved into a 3,000-square-foot data processing center, remodeled to house the equipment. Assembly and testing of the system already is underway, although it is not expected that it will be placed in regular service until after the first of the year.

Univac, built in Philadelphia, is leased by Great Northern from Rem-

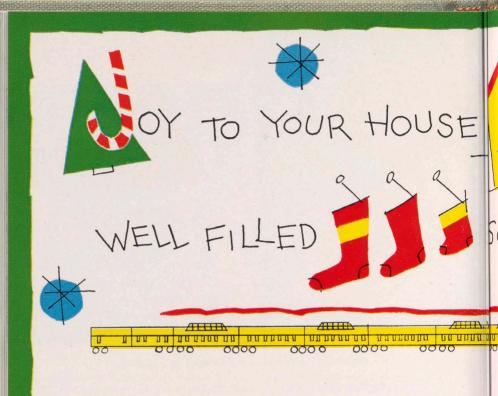
ington Rand. It is the first Univac installation in the Northwest and the second on the nation's railroads.

Initial use of the data processing system will be in various accounting functions. Extensive studies and planning on the utilization of Univac were undertaken by the railway a year and a half ago.

Know officially as a universal automatic computer, Univac adds, multiplies, divides, compares and reports results with amazing speed. Cited as basic speeds for typical operation per second are these: 1,905 additions or subtractions, 465 multiplications, 257 divisions, or 2,740 comparisons.

The central computer, standing 8 feet 7 inches high, 14 feet 3 inches wide and 7 feet 10 inches deep, is cooled by three 20-ton refrigerator units.

Eleven



IN 1957 ARE WISHES

THE GREAT NORTHERN





SOCKS + JOYOUS TRIPS



Christmas Eve

The green bough on the mantel,
The holly on the door,
Hail a joyous Christmas
The wond'rous eve before.
The pine tree in the parlor—
Laden branches bent—
Sets the mood for Santa's
Fireside descent.

The stockings on the hearthside,
The child who put them there,
Await the magic morrow,

—Christmas everywhere!

—Jeanne Cole



GN 1957 Scholarship Selections Committee

Six business, labor and educational leaders have accepted appointments to serve on Great Northern Railway's 1957 Scholarship Selections Committee.

The committee will determine winners of a minimum of three four-year

college scholarships to be awarded next spring to sons of Great Northern employes in the United States and Canada.

Education representatives are Mr. George B. Risty of Minneapolis, director of the Bureau of Student Loans and Scholarships at the University of Minnesota, and Dr. Peter Mousolite of St. Paul, dean of men at Macalester College. Both served on the 1956 committee.

Business representatives are Mr. W. H. Lang of St. Paul, president of Foley Brothers, Incorporated, and Mr. Goodrich Lowry of Minneapolis, president of Northwest Bancorporation. Mr. Lang also is a carry-over member of the committee.

Union representatives are Mr. L. A. Combs of St. Paul, system general chairman of the Switchmen's Union of North America, and Mr. E. C. Meteraud, system general chairman of the Sheet Metal Workers International Association.

Gleason Joins GN



Gleason

D. S. Gleason, Professor of Metallurgy at the University of Washington, has joined Great Northern Rail-way's Department of Mineral Development as Metallurgical Engineer. He will

headquarter at Saint Paul.

A native Montanan and graduate of the Montana School of Mines at Butte, Mr. Gleason served with the Navy during World War II and with the Air Force in 1951 and 1952. He was an Engineer and later Plant Metallurgist for Federated Metals Division, American Smelting and Refining Company, San Francisco, in 1953 and 1954.

Fourteen



Every Man a King

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Down in Florida, a man stopped his Cadillac in front of a ritzy hotel, handed the bellhop a \$10 bill, and said, "Take good care of the car, son!"

"Sho' nuff, Boss," the boy replied. "Ah knows just how yuh feels, 'cause your car's just like mine, 'ceptin' mine's a four-door."

No Injuries

"Martha, who broke that chair in the parlor last night?"

"It just collapsed, for no reason, Dad, but neither of us was hurt."

Meanest Man in Town

A clothing store owner went to lunch leaving his ambitious nephew in charge.

When he returned the nephew rushed up saying: "Uncle, you remember the purple suit with orange and green stripes you've been trying so hard to get rid of? Well, I sold it while you were gone."

"Great!" congratulated the uncle. "But look at you—clothes all torn and your hands and face scratched and bleeding. Did the customer give you any trouble?"

"No, the customer was perfectly satisfied," the salesman replied. "But you should've seen the fight I had with his seeing-eye dog!"

That's My Pop

A small boy became lost at the race track. He was crying loudly when a policeman found him and asked him what was the matter. "I'm lost," said Willie.

"Oh," said the policeman. "Who were you with?"

"My father," said the lost child.

"And what's your father like?" the officer asked.

"Beer and women," sobbed Willie.

* * * Got His Money's Worth

A pale, shaky customer approached a bartender on the afternoon of New Year's Day. "Was I here last night?" he asked.

"You sure were," answered the barman. "You ordered drinks for everyone at the bar, time and again, like you owned the joint. You paid up with a \$100 bill—left a big tip."

The customer looked relieved. "I'm so glad," he said, with a sigh, "I thought I'd lost it."

Greetings

New Draftee: "That Santa Claus sure messed up this deal."

Buddy: "What's the beef?"

New Draftee: "Fifteen years ago I asked him for a soldier suit—and now I get it!"

Fifteen

GN Appointments



Wilson

Adamson Eddy

Walter E. Wilson has been appointed Great Northern's assistant general agent at Seattle to succeed H. F. (Nick) Carter, who retired October 31.

Wilson started his railway career in the baggage room of Seattle's King Street Station in 1936. He became a GN city passenger agent in 1948, and has been traveling passenger agent between Seattle and New Westminster, British Columbia, since 1953.

Wilson is succeeded on the traveling assignment by Perry J. Adamson, who joined the railway in 1940 as a stenoclerk in the Seattle passenger department. He has been a city passenger agent since 1954.

Charles A. Eddy, who joined Great Northern in 1947, succeeds Adamson. Eddy was among the earliest passenger representatives to be assigned aboard the first streamlined Empire Builder when it went into service in 1947.

Eddy's post as ticket agent in the Seattle office has been filled by James B. Mitchell, who has been senior passenger representative since March of this year.

Christmas 1956

In just a few days now, Christmas will be here. The air is filled with joyous music of Christmas carols. The stores are filled with people busy finishing the happy chore of buying Christmas presents. The children are anticipating, with ever-increasing excitement, the visit from Santa Claus. And most of all, families whose members have become widely scat-

tered are looking forward to joyful reunions.

But Christmas is much more than just a gay and festive holiday. And the best gift we could receive, to share as members of the brotherhood of man, is the gift of "Peace on earth, good will to men."

The promise of that goal was the glory of the first Christmas almost two thousand years ago. It is the goal that has been sought by men of good will through the centuries.

Perhaps it would help in our efforts to reach that goal if we pause in the midst of the gaiety of the Christmas season and ask for the divine help we need to carry always in our hearts the real spirit of Christmas—a spirit that recognizes not the differences in men—but their kinship; a spirit that is summed up by the simple words—"Peace on earth, good will to men."

Twin Cities-Rochester Limousine Service

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

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

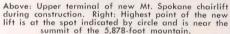
Lv Rochester 7:00AM 1:00PM 6:00PM Ar Ft. Snelling 8:30AM 2:30PM 7:30PM Ar St. Paul 8:50AM 2:50PM 7:50PM Ar Minneapolis 9:00AM 3:00PM 8:00PM

This limousine service is operated from Minneapolis via Fort Snelling direct to Rochester. Pick-up service is available at the Great Northern Station in Minneapolis 15 minutes prior to departure time from the bus depot, affording convenient connections with the Empire Builder, the Red River, the Badger, the Winnipeg Limited and other trains.

Passengers to and from St. Paul are handled by taxicab to and from the Fort Snelling waiting station for transfer to the limousine.

Sixteen







New Chair Lift for Mount Spokane

Construction activity has reached fever pitch on the eastern slope of Mount Spokane, near Spokane, Washington, where a \$175,000 chair lift is being readied for the coming winter sports season.

A private firm is building the 4,400foot all-steel lift in Mount Spokane State Park. The Washington State Parks and Recreation Commission granted permission for the project when it became evident that the state was not in a position to finance lift facilities in the immediate future.

The Mount Spokane lift will feature double chairs and steel pylon towers. The lower terminal will be a stone's throw from the public lodge; its

highest point will be near the summit of the 5,878-foot mountain. An intermediate get-off station will be provided to permit skiers of less than top-flight caliber to ski only the lower and less difficult slopes.

It is expected that the lift will operate on a year-round basis as a tourist attraction. Plans now are being laid for a wintertime dedication of the lift which will rise 1,514 feet vertically and have the greatest amount of vertical rise of any Pacific Northwest ski lift. All modern safety features have been incorporated into the design.

The center of skiing on Mount Spokane last year was moved from (Concluded on page 18)

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Long and Short of It



The pretty fisherwoman's catch, taken aboard one of the sports fishing boats putting out into the Pacific Ocean, consists of a long streamlined Baracuda, a fighting sporty fish, and a plump Albacore, one of the best-eating of all fish.

Sports fishing the Southern California way requires no boat rental or fishing guides. Sports fishing boats take a dozen or so visitors out to the fishing banks for the day for a modest fee. Crew members will bait the hook, coach the fishing and clean the fish en route back to port.

The catch was taken aboard a boat putting out from Long Beach Harbor.

Train Time . . .

A friend was telling me about his boy. He said the boy was going on 12 . . . "He's getting big enough," my friend said, "to get interested in mechanical things." (My friend is a mechanical man from away back.)

He told me that thinking of this, he had bought the boy a model train

... "Pretty expensive," he said ... "just the few basic parts cost \$60."

He had set this train up in the basement to encourage the boy.

"Does he like it?" I asked.

"Well," he said, "I guess it's too early to say. He doesn't seem much interested yet."

"It's a good train," he said. "Of course it's nothing to what I could make it if I decided to spend money on it . . ." He said that, hoping to interest his boy, he had added a tunnel unit. And he was planning to put in, I think he said, a spur track.

"Well," I said, "I hope he takes to it."

"Yes," my friend replied, "I think he will. He comes down at night sometimes and runs it for awhile. He doesn't stay long, but I'm hoping he'll catch on to it."

He said that he had built a rack to house his son's rolling stock when he was not operating it.

"Who?" I asked . . . "when who is not operating it?"

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"It's wonderful what layouts they have in these model train magazines," my friend said. It seemed he was buying the odd model-train magazine for his boy.

When we parted he was going to the store on the way home to pick up, I believe he said it was a bridge unit, for his boy.

"Good-bye," I said, "have a good time with your train."

But he had gone.

From the column "Mather's Nightcap" by Barry Mather, which appears in the Vancouver (B.C.) Sun. Reprinted with permission.

MT. SPOKANE—Conclusion

the weather-beaten west face of the peak. The state built a ski lodge in an entirely new area on the sheltered east side and extended the park road into it. The lift will open up more than 800 treeless acres of championship slope to winter sports fans.

Eighteen

A multi-racial cast of Honolulu elementary school children portrays the Nativity scene.

A Polynesian Joseph and Mary kneel beside the manger of the Christ Child.

Polynesian Christmas Holidays

The Yule season is bound to be different in Hawaii. Santa arrives by outrigger canoe; Christmas lights twinkle through palm trees instead of firs, and holiday week temperatures average 73 degrees.

Yet for all the tropical Polynesian atmosphere, the holidays hold the same age-old, world-wide significance. The birth of the Christ Child is retold in song and story. Multi-racial casts portray Mary and Joseph and the Shepherds.

Streets are decorated with wreaths and lights. Windows and stores are loaded with gifts. Shirt-sleeved shoppers make their annual trek to the accompaniment of the tinkle of bells of workers manning Salvation Army kettles.

Santa makes his annual appearance in Honolulu just after Thanksgiving. Wearing his red (tropical weight) suit, he tours the city in a motor-driven sleigh. From then on the season is official.

Christmas tree ships arrive bringing firs and balsams from the Pacific



Northwest to ensure every home a traditionally American tree. The usual carols are sung and the greetings of the season are "Male Kalikimake" (Merry Christmas) and "Hauoli Makhiki Hou" (Happy New Year).

And on the balmy Christmas Eve, (Concluded on page 20)

Nineteen

GREAT NORTHERN RAILWAY-GREAT FOR TRAVEL

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GN Travelers Given Apples



Wenatchee Jaycees distribute apples to Empire Builder passengers during National Apple Week. Wenatchee World photo.

As has been the custom for the past several years, Wenatchee, Washington, Jaycees, during 1956 National Apple Week, distributed free apples to Empire Builder passengers.

Normally, the eastbound streamliner makes only a brief pause in Wenatchee, "Apple Capital of the World," but arrangements were made to hold the train for about 10 minutes to permit the Jaycees to hop aboard and make the distribution. They also handed out leaflets telling of the state's apple industry.

The Wenatchee Chamber of Commerce, the Jaycees and Great Northern have had reports back from many passengers who remember with pleasure the happy surprise they got when their train stopped at Wenatchee.

POLYNESIA—Conclusion

the traditional home and church scenes are enacted. There is the lighted tree and the gifts gaily wrapped in paper of Hawaiian design. Strolling musicians and singers go through residential neighborhoods singing carols. At Waikiki, the hotels have special Christmas parties for vacationers away from home who are experiencing the holiday season in a different setting.

Holiday fare includes the traditional turkey and trimmings, but in some Hawaiian homes a big lauau may be the order of the day with pig roasted in an underground imu or oven, poi, lomi-lomi salmon, Haupia (coconut pudding) and all the trimmings. Americans of Japanese ancestry in Hawaii may feature Sukiyaki, Sashimi, mochi, shrimp tempura on their Christmas menus, while the Chinese are having chicken, duck, fish, oysters and rice pudding.

New Year's Eve always is a colorful event in Hawaii. Promptly at the stroke of midnight the entire city seems to erupt with fireworks. Many people drive to the heights overlooking the city to view the pyrotechnics. Meanwhile, in homes and hotels there are the traditional New Year's parties.

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Hawaii-bound vacationers from the east and middle-west may travel in one direction, to or from shipside at San Francisco, at no additional round trip rail fare than is charged when using direct routes in both directions. The streamlined Empire Builder and Western Star connect at Portland and Seattle with streamliners to and from California. Stopovers in the Pacific Northwest also may be arranged at no extra fare.

Arkansas Group Elects

At the recent 24th Annual Meeting of the Arkansas Passenger and Freight Association, Harold M. Braswell of Crosset, Arkansas, vice president and traffic manager of the AD&N Railway, was elected president for 1957, Charlie Walpole of Memphis, Tennessee, GAPD, Frisco Lines, was named vice president, and J. E. Rose, Little Rock, DF&PA, IC, was again reelected secretary-treasurer.

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

tion of the Great Northern Railway reported deceased during November, 1956, are: Edwin N. Crone, brakeman, Havre, Mont.; Myrton E. Flick, conductor, Willmar, Minn.; William F. Grondahl, engineer, Superior, Wis.; Carl E. Holm, pile driver engineer, Scandia, Minn.; William M. Haley, conductor, Kelly Lake, Minn.; Peter E. Lere, express messenger, Fargo, N. D.; Louis Milnar, chef, St. Paul, Minn.; Henry L. McCarthy, clerk, Great Falls, Mont.; Edward T. Nelson, agent, Grace City, N. D.; Albert Nelson, engineer, Minneapolis, Minn.; Joseph E. O'Daniel, ticket seller, Wenatchee, Wash.; Clyde W. Sherman, assistant valuation engineer, Seattle, Wash.; Enoch Samuelson, engineer, Minot, N. D.; Charles J. machinist. Great Scanda. Montana.

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Members reported pensioned during November, 1956, are: Morris B. Anderson, machinist, Breckenridge, Minn.; James H. Blaser, brakeman, St. Paul, Minn.; Verne E. Benjamin, assistant general yardmaster, Superior, Wis.; Adolph E. Dube, district roadmaster, Duluth, Minn.; Joseph F. Hafner, engineer, St. Paul, Minn.; William G. Mengel, section stockman, St. Paul, Minn.; Andrew Olsen, round house laborer, Wahpeton, N. D.; Fred S. Paulsen, engineer, Williston, North Dakota.

Class I railroads installed 1,221 new locomotive units in the first ten months of 1956 compared with 894 in the same period last year. All units were diesel-electric except for three electric.

New locomotive units on order as of November 1 totaled 728 of which 704 were diesel-electric, 15 were gas turbine and 12 were electric.

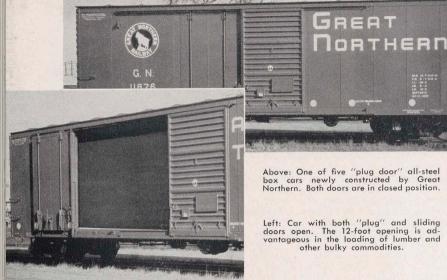
New locomotive units placed in service in October totaled 96. These consisted of 93 diesel-electric and three electric.

Donald H. Robinson, Glacier National Park naturalist since 1946, has been promoted to chief park naturalist for the Blue Ridge Parkway in Virginia.

Newly appointed manager of the Seattle Chamber of Commerce Tourist and Convention Bureau is Robert Hill, who for the past three years has headed the Chamber's State Development and Market Activities Department.

The Association of American Rail-roads estimates that during the 1955-56 school year, thirty railroads conducted more than 3,000 tours involving a minimum of 400,000 students, teachers and adult escorts.

Twenty-one



Above: One of five "plug door" all-steel box cars newly constructed by Great Northern. Both doors are in closed position.

Left: Car with both "plug" and sliding doors open. The 12-foot opening is advantageous in the loading of lumber and other bulky commodities.

GN Builds "Plug Door" Box Cars

Five new dual-purpose box cars, built experimentally by Great Northern at its St. Cloud, Minnesota shops have been placed in service on the railway.

Known in the trade as a "plug door" car, the 40-foot all-steel box car is especially designed to meet the loading requirements of both grain and lumber shippers.

Distinguishing feature of the car is its double doors, one of which is a conventional 6-foot sliding door, the other a 6-foot "plug" door similar to the type used on refrigerator cars.

The 12-foot opening afforded by the double door combination is particularly advantageous in the loading of lumber and other bulky commodities.

The new type car is equally adaptable to grain loading, where a single door car is specified. In this instance, the tight-fitting "plug" door, with its flush inside surface, becomes an integral part of the car side.

Performance of the five new cars is being watched closely by Great Northern officials to determine the practicability of this type of car in actual service.

The Little Red Caboose

There's a little red caboose with a proud sway these days on Great Northern's branch line to Milaca, Minnesota. This caboose of all in the United States was selected as a subject by famed photographer Ivan Dmitri, who is working on a pictorial bit of nostalgic Americana called "The Little Red Caboose," soon to be published by the Saturday Evening Post.

Winter comes to Glacier National Park in Montana. Mount Cannon is reflected in the icy waters of Lake McDonald.

Twenty-two

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