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THE GREAT NORTHERN GOAT

Vol. 28 No. 1-12

1958

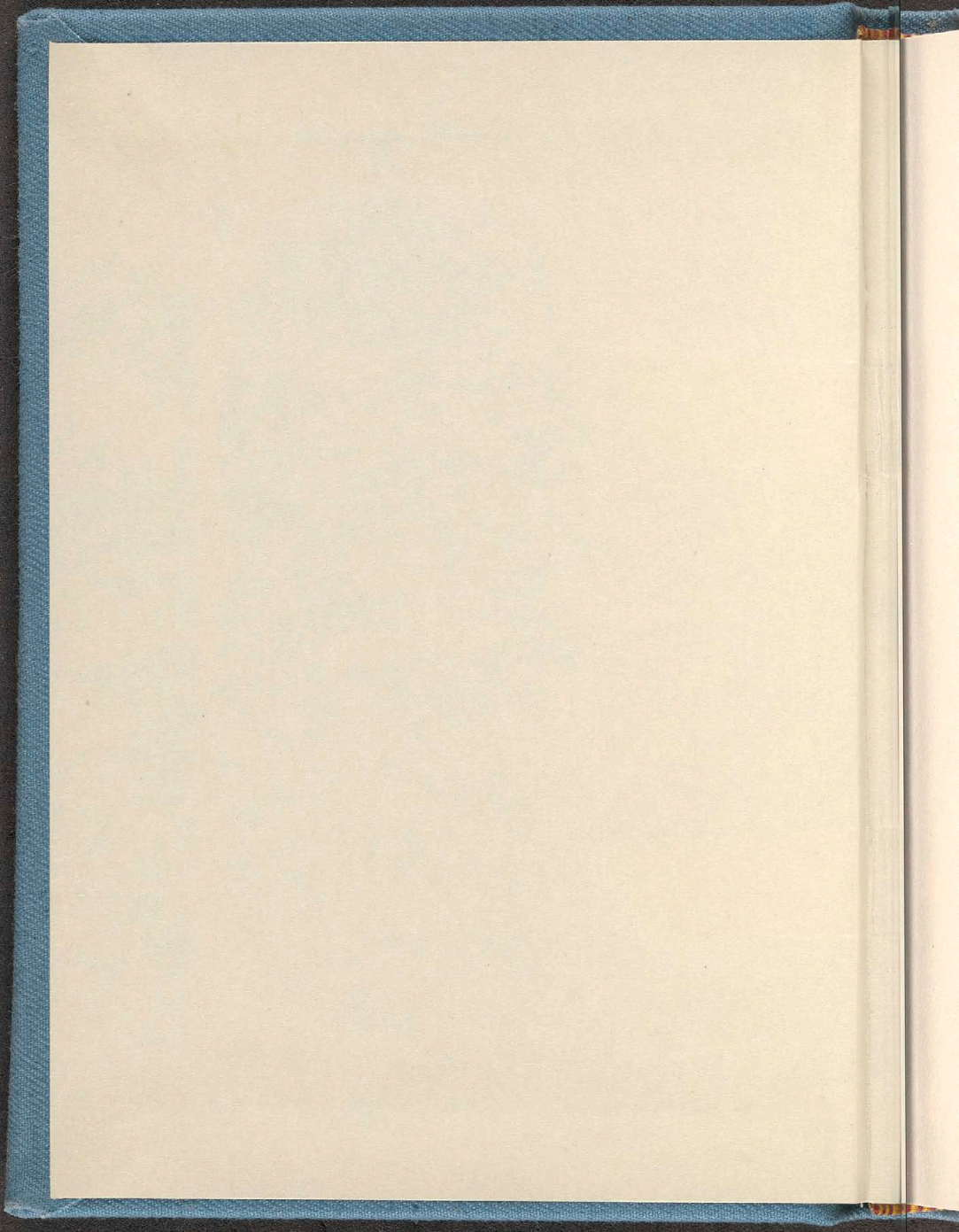
Great Northern
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Vol. 11

Advertising & Publicity





GOAT



The Great Northern

GOAT

JANUARY 1958



The Great Northern GOAT



Vol. 28 January, 1958 No. 1

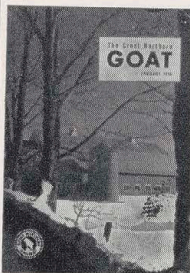
The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

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The Goat's Cover



"Winter has descended o'er mountain and hill, His mantle of snow has spread; The grass and flowers are withered and brown The leaves on the bushes are dead."

Louis C. Williams
photo

Two

Your Railroads

The transforming influence of railroads upon life in America can be better understood if we will consider conditions before the advent of railway transportation.

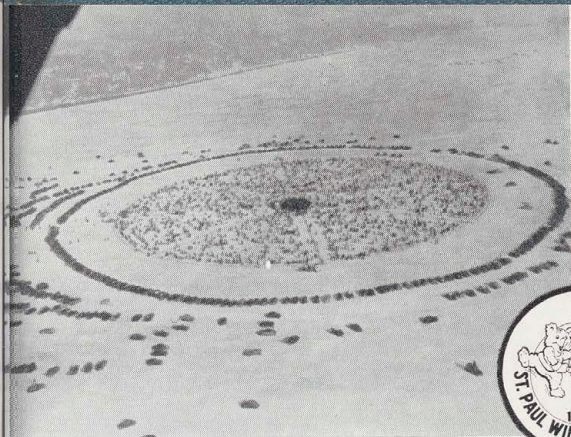
The pioneer settler drove his ox team many miles to have a few bushels of wheat ground into flour or to exchange the products of his toil for tea, salt, thread, calico, nails, glass, tools, muskets, and other necessities which he could not produce at home. Luxuries were rare. Food was plain. Reading matter was scarce. Life was primitive.

The difference between life then and now is due to improvements which have been wrought in transportation.

Railway transportation was the "key" to progress. It enabled areas far removed from navigable streams to be opened and cultivated profitably. It founded towns and cities and great industrial centers to provide new markets for the farmer's products. It made possible the development of rich mineral resources. It attracted merchants and manufacturers, preachers and teachers. It enhanced the value of property and created new wealth for the benefit of all.

Rail transportation enabled interior regions to extend their trade to all parts of the world. Great manufacturing enterprises forming the backbone of the nation's industrial life owe their growth and prosperity to the fact that railway transportation gave them a world-wide market. Other industrial enterprises, employing large numbers of workers, have been developed to supply the needs of these agencies of transportation.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



One of the most unusual events on the St. Paul Winter Carnival sports schedule is the world's original ice fishing contest at White Bear Lake.



Vulcanus Rex, the King of Fire, is the fun-loving "villain" of the St. Paul Winter Carnival

St. Paul Celebrates

Minnesota's year-long centennial celebration will get away to a roaring start during the 1958 St. Paul Winter Carnival, January 24 through February 2. St. Paul, capital city of the state, will relax for 10 days to hold a rollicking festival in honor of old man winter. Snow and ice will form a backdrop for a series of parades, pageants and winter sports activities presided over by King Boreas and his Queen of Snows. Traditional Carnival activities will be bulwarked with events commemorating Minnesota's 100th anniversary as a state. Theme of the '58 Carnival is "Centennial Holiday."

First in the series of exciting events will be the opening of the public toboggan slide in front of the Capitol, followed by the opening of the downtown skating rink, located on one of the city's busiest thoroughfares. The

rink is lined by smart shops, has a "Hansel and Gretel" chalet for a warming house and is decorated with imaginative ice carvings.

The crowning of King Boreas on January 24 will be followed by a variety program emceed by comedian Jim Backus. The Grande Parade, featuring Michael Ansara (Cochise of TV fame) will move through the loop on January 25. Next day will see the Children's Mutt Races at Lake Como; the world's original ice fishing contest in which 5,000 contestants participate, and Ski Jumping and National Speed Skating Championships which attract contestants from 20 states.

Other events include the National Majorette Championships with twirlers from 44 states; dancing by 2,500 square dancers, the Artists' Costume Ball; professional hockey games, and

(Concluded on page 4)

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

The High Cost Of Heart Disease



With diseases of the heart and circulation accounting for more than 800,000 deaths each year, the humanitarian considerations underlying the need for generous support of the 1958 Heart Fund are clearly apparent.

The story of death and suffering, however, represents but one side of the coin. On the other side is the story having to do with the dollar and cents cost of heart disease, which is staggering.

At least 650,000 man years are lost to industry each year due to diseases of the heart and blood vessels—the equivalent in earnings of more than \$3 billion, and a loss in federal income tax revenue of nearly \$400 million.

Whether it be in the factory, the office or the home, heart disease strikes ruthlessly, leaving in its wake not only human suffering but also serious economic loss.

So it follows that the fight against heart disease is everybody's concern.

Four

It is the fight of industry, business, labor, the family and the individual.

Our best hope of achieving victory over heart disease, with a reduction in the toll of lives as well as in economic waste, rests with your Heart Association and its balanced programs of research, education and community service.

Give generously to the 1958 Heart Fund. Help Your Heart Fund—Help Your Heart!

Emergency Transportation Agency Planned

Development of an emergency transportation agency which in case of nuclear attack would have greater powers than any standby organization ever contemplated by the government now is in the planning stage.

The agency would have complete responsibility for restoring transportation in local areas isolated by atom bombs, missiles or fallout, and for restoring intercity and cross-country transportation as soon thereafter as possible.

ST. PAUL CELEBRATES—Conclusion
the \$2,500 Treasure Chest Hunt. The "Queen For A Day" TV program will originate from the auditorium theater during five days of the Carnival, the first time this show has moved from its Hollywood locale.

The final weekend will see the selection of Miss Centennial Minnesota. The winner, chosen from candidates from more than 50 Minnesota cities, will represent the state in the Miss America Pageant.

Children's events include a free program starring TV's Sgt. Preston and King; ice fishing contest; midget hockey tournament, and playground programs.

The Carnival will be concluded with the colorful Torchlight Parade, an illuminated version of the Grande Parade.

THE STREAMLINED WESTERN STAR

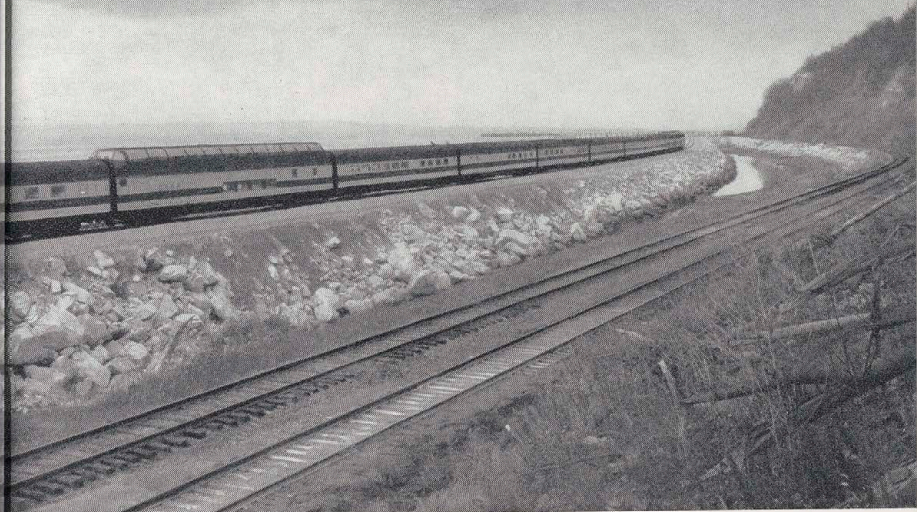
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The incomparable Empire Builder on the newly-relocated line segment just north of Seattle, Washington.

Great Northern Completes Puget Sound Line Relocation

A major line change skirting a slide plagued stretch of its main line just north of Seattle has been completed by Great Northern Railway Company.

The new single-track line replaces more than a mile of double track and is built on a rock fill reaching across a bay in Puget Sound. Wave and tide action on this inland arm of the Pacific Ocean dictated heavy construction of the long fill. Its design includes features to resist washing action on track ballast during heavy weather.

The relocation is an average of more than a hundred feet off-shore from the original line. At one point it is 165 feet from center of old right-of-way to the new.

Although the original line was constructed in 1891, the earth slide problem in the stretch between Edmonds

and Richmond Beach, about 16 miles north of Seattle, increased sharply in recent years. Numerous slides harassed operations in the area in the last 25 years. Great Northern directors authorized the relocation when slide frequency showed a marked upturn in the winters of 1955 to 1957.

Authorized in 1956, the work was undertaken in March, 1957, when new right-of-way had been purchased. The new line is an extension of single trackage established early in 1957 in connection with Great Northern's new suburban passenger station in Edmonds. Electric switches north of the Edmonds station area and south of the relocation control traffic between single and double track.

Construction of rock fill for the re-

(Concluded on page 6)

Five

THE INCOMPARABLE EMPIRE BUILDER

New Plug For Montana's Flathead Valley



Frank H. Trippet, left, shows a new Flathead Valley emblem to W. B. Sweetland, president of the Kalispell, Montana, Chamber of Commerce. The emblem proclaims the Flathead Valley to be the nation's winter playground.

Mr. Trippet is encouraging groups to use the emblem on printed pieces which go through the mails. Sweetland publishes the daily newspaper and Trippet the weekly newspaper in Kalispell.

Both publications have given the emblem publicity and the Kalispell television station is using it as a background for newscasts.

Great Northern Goat Please Copy

The following is reprinted from "The Squirrel Cage," syndicated column of Douglas Welch, well-known Seattle Post-Intelligencer writer.

The Great Northern doesn't tell us when to bring in our cactus and divide our iris and how to thread a needle or cook Armenian Goulash, but they take good care of us when we get sick. They nursed us through the Asian flu all the way from Chicago to Seattle a week or two ago. Green Eyes (Mrs. Welch) was in one bed, we in another. We had fever when we

boarded the Empire Builder at Chicago. The Traveling passenger representative who himself had Asian flu and was relieved at St. Paul, telegraphed our temperatures to St. Paul from Prairie du Chien. At St. Paul the Union Station Master got aboard with a huge bottle of pills. He had talked to a doctor, he said, and pills were indicated, one or two every two hours. Our temperatures were not alarming but a doctor would come aboard at Havre, Montana, at noon the next day. If we needed hospitalization, they'd take us off there.

Mr. O. Cole, the porter, saw that we got our pills and changed our beds with us in them, when we required dry sheets. Mr. Thomas J. Mosgers, the Pullman conductor, saw that light meals came from the diner on time and that we had the citrus beverages the doctor had ordered. Mr. George Zaspoutil, the dining car steward, conferred with Mr. Mosgers and Mr. Cole at intervals, and the three issued medical bulletins. The bartender—we wish we had his name—in the Big Dome car insisted that salt and 7 Up was a specific for Asian flu and kept sending back salt and 7 Up, which we poured down the lavatory so as not to hurt his feelings. The doctor at Havre said we could continue and Messrs. Cole, Mosgers and Zaspoutil helped us pack and put us down safely in Seattle.

"Great Northern Goat, please copy."

RELOCATION—Conclusion

location was under contract by Morrison-Knudsen Company. The work was carried on in three stages. Total cost of the job, including work performed by Great Northern forces, exceeded \$1,250,000.

Two lesser relocations to avoid slide hazards were made under the same general project. One of these line changes was at Mukilteo, near Everett, and the other in Ballard, a community within the City of Seattle.

Six

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

Forty-Three Nations Invited to Trade Fair

Forty-three Pacific Rim Nations have been sent official invitations from Albert D. Rosellini, Governor of the State of Washington, to participate in the Seventh International Trade Fair next April 11-20 at Seattle.

Originating as a Japan Trade Fair in 1951, the annual products exposition grew to "Far East" the following year and by 1953 included twenty-two nations, all bordering on the Pacific Ocean.

Twenty to thirty are expected to be represented at the Seventh Fair. While thousands of retail buyers from all parts of North America place merchandise orders, some 40,000 public visitors will be permitted to preview the new lines of household goods, fashions accessories, sporting goods and toys created in Asian and Latin American countries.

St. Paul Accountants Meet With Business Leaders

President John M. Budd of Great Northern Railway was one of several business leaders to participate in a panel discussion given before a recent meeting of the St. Paul Chapter of the National Association of Accountants.

Mr. John Wolkerstorfer, president of Gordon and Ferguson, Inc.; Mr. Thomas H. Comfort, president of St. Paul Structural Steel Company, and Mr. Robert Ashbach, president of Ashbach Construction Company made up the balance of the panel. Dr. Paul Giddens, president, Hamline University, acted as moderator.

The topic for discussion was "The Accountant and Management." In the discussion the presidents advised the accountants on what management desires in the way of financial information and how it should be presented.

Named Livestock Agent



Mr. Clarke

Victor Z. Clarke of St. Paul has been named general livestock agent for Great Northern Railway, succeeding the late Roscoe C. Dudley.

Mr. Clarke has been with Great Northern for 29 years, having joined the railway in 1928 as a clerk at Fort Benton, Montana.

He subsequently filled positions in nine Montana cities and towns before his appointment, in 1948, as freight agent at Fargo, North Dakota. He has been traveling freight agent at St. Paul since 1952.

Senate Committee Schedules Rail Hearings

United States Senator from Washington Warren G. Magnuson, chairman, Senate Committee on Interstate and Foreign Commerce, has announced that the Surface Transportation Subcommittee of which Senator George A. Smathers of Florida is chairman, will hold hearings to look into the railroad situation and its effect on the national transportation picture. The hearings are scheduled to begin on January 13 in Washington, D. C.

According to Senator Smathers, available statistics indicate that the American railroads are heading for serious trouble. Carloadings are down and earnings have declined. Attention should be given to constructive action to allow the railroads to help themselves before the situation has deteriorated to the point where drastic action would be necessary.

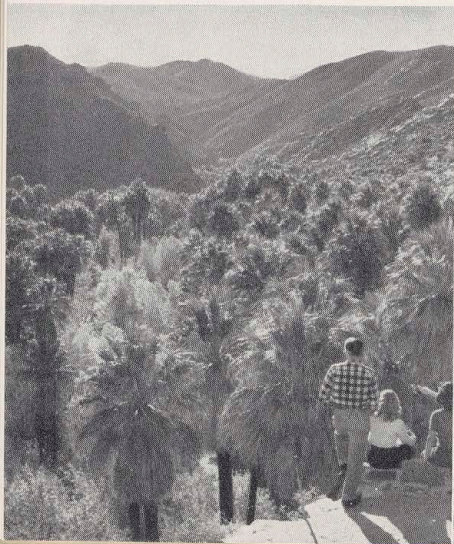
Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



▲ Orange trees laden with golden fruit frame snow-capped peaks in California's San Bernardino County.

▼ A canyon, entirely filled with lofty palms—nearly 3,000 of them, in the desert near Palm Springs.



SCENIC ROUTE to CALIFORNIA

via Great Northern
Railway and the
Pacific Northwest

It's a long trip from the frigid eastern and midwestern regions of the United States and Canada to sunny California, but it's a restful, comfortable and economical one, especially when the traveler goes in one direction via Great Northern Railway and the scenic, evergreen Pacific Northwest.

Vacationers from the east and mid-west, California-bound, can make the trip to many California destinations via Great Northern's northern route at little or no more round trip rail fare than is charged when more direct routes are used in both directions. Both Great Northern daily transcontinentals, the incomparable Empire Builder and the streamlined Western Star, connect at Portland and Seattle with streamliners bound to and from California.

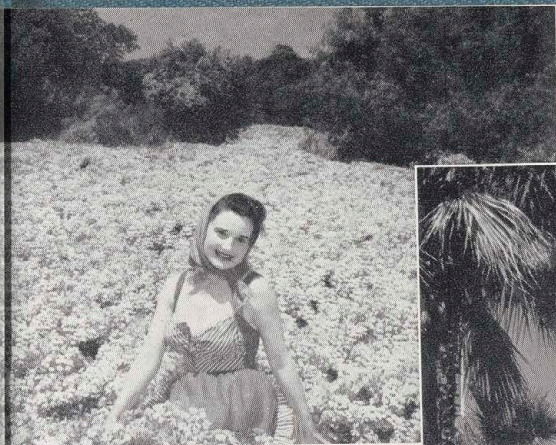
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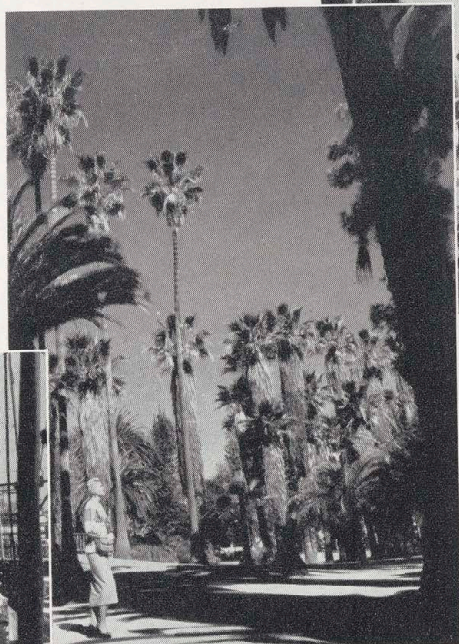
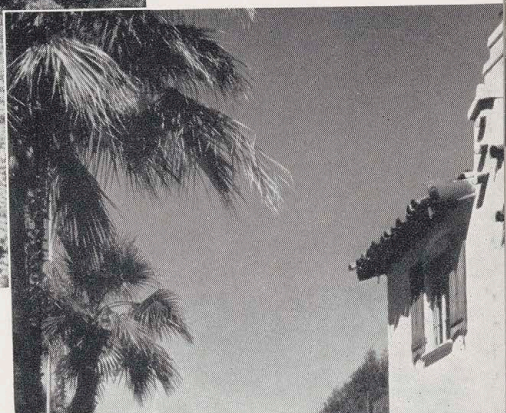
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▲
The Geranium is a winter flower in Southern California. The blooms cover more than an acre in the Palos Verdes headlands above Santa Monica Bay.



▲
Across the Plaza in fabulous Palm Springs, headquarters for winter fun in sunny Southern California.



◀
Downtown Los Angeles in winter. Echo Park is planted to many beautiful and unusual varieties of palms.

◀
World-famed Fisherman's Wharf is a favorite spot for all visitors to San Francisco.

CALIFORNIA VIA THE PNW

Conclusion

California is remarkable for its mild winter climate and its great contrasts, from the Mexican border country on the south to the Redwood Empire on the north.

Fisherman's Wharf, the Golden Gate, the busy harbor, the Presidio, the tremendous bridge system, quaint missions, parks, world-famed restaurants, and the largest oriental section of any city outside of the Orient, are a few of many points of interest in cosmopolitan San Francisco.

The Redwood Empire lies to the north of the city. Here are the giant redwoods, Mount Shasta and Lassen Volcanic Park. East lies the historic mother lode country with ghost towns and deep mine workings.

To the south is picturesque Monterey Peninsula. Further is sprawling Los Angeles, glamorous Hollywood, Long Beach, Santa Monica and San Diego. Near the Rose Bowl city of Pasadena is Santa Anita Park, favorite gathering place for movie and TV personalities.

Two hundred feet below sea level is Death Valley, so named long ago by the 49'ers. Now a major visitor attraction, there is plenty of life in this once desolate region. There is virtually no rain, and winter days are warm and sunny.

The world-famed oasis playground of Palm Springs is unique among desert resorts for its surroundings. Two-mile-high and snow-capped Mount San Jacinto rises alongside.

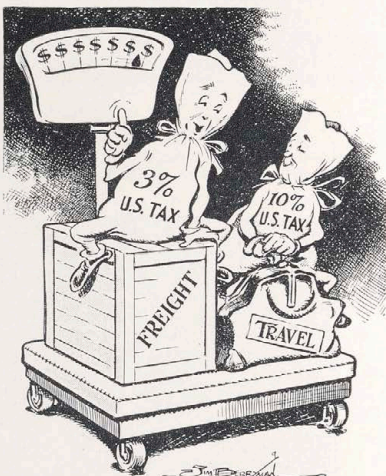
Desert mountain canyons surrounding Palm Springs are filled with native palms. Remnants of vast groves which eons ago virtually covered the continent, these trees grow as high as 100 feet.

The mountains above the desert are alive with winter sports. The San Bernardino and other mountains offer many modern winter sports centers

with lifts and shelters. Less than one hour distant, the valleys are full of the sweet perfume of citrus blossoms.

At Santa Catalina, storied island paradise 22 miles from Los Angeles, it is springtime in the undersea gardens. Colorful marine "forests" sprout new growth to make a fascinating background for giant goldfish and other species clearly visible from glass-bottom boats.

ADDED WEIGHT



Efficiency and Economy of Rail Transportation

A railroad train, manned by a crew of five men, can haul 5,000 tons of freight with ease and economy, at no cost to taxpayers and no danger to highway users. The same load moving by highway would require 500 ten-ton motor trucks pounding highways into tax liabilities and endangering countless highway users. Such a movement by truck would require 500 to 1,000 men.

Ten

THE STREAMLINED RED RIVER



Goat Gaieties

Been Around

"Did the girls admire the engagement ring I gave you?" asked the pompous young man.

"Better than that, dear," his fiancée cooed poisonously, "two of them recognized it."

* * *

Way Back When

The old-timer is one who can remember when the stranger who accosted you on the street was a panhandler, and not a recruiter for an engineering firm.

* * *

We Procrastinate

Most of us don't put our best foot forward until we get the other one in hot water.

* * *

Wrong Direction

"And remember, my friends," the lecturer told his audience, "there will be no buying and selling in Heaven."

"That," mumbled a businessman at a back table, "is not where business has gone."

* * *

Bad Debt

"Where did you borrow the money?"

"George."

"I thought he was tight."

"He was."

* * *

It Adds Up

No matter how poor a man is at mathematics, he knows that 36, 25 and 36 add up to a nice figure.

That's That

A clerk training to operate one of the new automated office giants, dropped a mechanical pencil into the complicated machinery.

Three days later, when, after a cost of some \$20,000, the machine was repaired, her supervisor glared at her and yelled, "You're fired."

"Oh, all right," replied the clerk, "in that case I won't need this," she said, dropping the pencil back in the machinery.

* * *

Strength In Numbers

Women can keep a secret just as well as men, but it generally takes more of them to do it.

* * *

Put 'N Take

A joint checking account is never overdrawn by the wife. It's just under-deposited by her husband.

* * *

Get The Facts, Mom

The young co-ed brought a friend home from college, an extremely attractive curvaceous honey-blond.

Introducing her friend to her grandfather, the girl added: "And just think, Beverly, he's in his nineties."

"Early nineties, that is," the old gent added.

* * *

New Year's Greeting

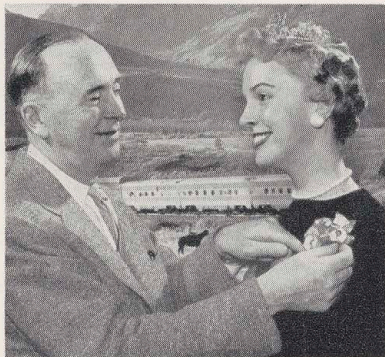
Voice on the telephone—How are you this morning?

Answer—All right.

Voice—Sorry, guess I have the wrong number.

Eleven

GN Chooses Princess



A pretty blue-eyed blonde, Mary Elizabeth Hill, has been named Great Northern Railway's princess and queen candidate for the 1958 St. Paul Winter Carnival.

The exciting news of her selection was carried to Miss Hill by two other lovely members of Great Northern's "royal household," Lady-in-Waiting Nan Bayer and 1957 Princess Mary Kivel Kenney.

The symbolic tiara was placed on the head of the somewhat flustered Miss Hill as she sat at her desk in Great Northern's Freight Receipts department, where she is employed as a statistical clerk.

Shown above, Mr. P. G. Holmes, passenger traffic manager, presents Miss Hill with a Great Northern Christmas corsage. These colorful corsages were provided by the railway's greenhouse staff at Monroe, Washington, for distribution to lady passengers on the Empire Builder and Western Star during the Holiday season.

GN 35300 Gets Around

In October of 1956 at the dedication of Great Northern Railway's \$6½-million Gavin Yard, Mr. Frank J. Gavin, Chairman, Great Northern

Railway Company Board of Directors, for whom the yard was named, released a new Great Northern 50-foot box car, GN 35300, as the first official car over the hump.

During the ensuing 12 month period, this car has seen service on 48 different railroads and has been in virtually all of the 48 states.

Evans-Connolly Move Up



Mr. Evans

Mr. Connolly

The retirement of Charles H. Walker, Great Northern Railway general agent in Boston for the past 36 years, has resulted in the promotion of Howard E. Evans of Boston and John P. Connolly of St. Paul.

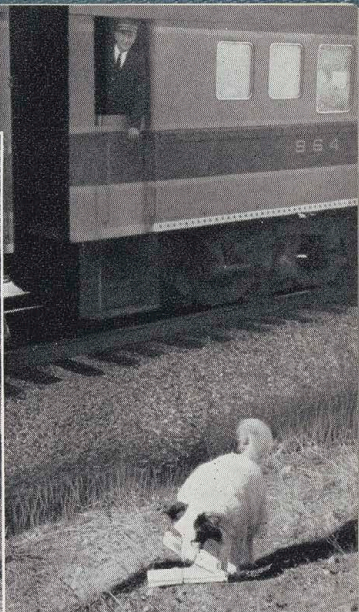
Mr. Evans, former New England passenger agent, has succeeded Mr. Walker as general agent. Mr. Connolly, in turn, became New England passenger agent, succeeding Mr. Evans.

Mr. Walker's entire career with Great Northern was served in Boston. He joined the railway there in 1920 as traveling freight agent.

Mr. Evans was city freight agent in New York prior to appointment as New England passenger agent in 1956.

Mr. Connolly, traveling passenger agent at St. Paul since 1953, previously was with Great Northern at Portland, Oregon.

Spot dutifully delivers the papers to his mistress, Mrs. Edgar A. Connon, at the Connon home, 100 feet from the GN main line.



Spot gets his daily papers from the brakeman of GN train #6, the eastbound Cascadian.

Seattle Post-Intelligencer photos.

Chumstick Dog Meets the Trains

Spot is a dog of obscure ancestry who lives in the pleasant Chumstick Valley, a few miles west of Leavenworth, Washington.

Spot deserves mention only because he is a train-meeter. He doesn't chase cats or jackrabbits; he shows no interest in the deer that abound in the area, and when there were cows on the ranch where he lives, he wouldn't bring them in.

But Spot does one thing well and faithfully, and that is train-meeting. He lies in wait for each Great Northern train to boom along the stretch of track that lies less than 100 feet from his home, the home of Mr. and Mrs. Edgar A. Connon.

Spot has been meeting these trains for all of eight years now, and he has serious business with them. At least one crewman on each train during daylight hours sees to it that a rolled up newspaper is tossed to Spot where he waits on the bank above the track.

Spot takes the paper from the ground, or, during the winter, from the deep snow, hustles up the bank and delivers it promptly to Mrs. Connon.

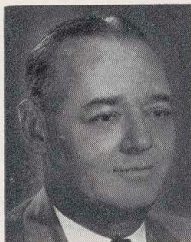
Time was when he hit the bank far ahead of the first rumble on the rails, but Spot isn't quite as impetuous now as in his younger and stronger days. Now he takes it easy on the Connon

(Concluded on page 14)

Thirteen

PROGRESS IS A GREAT NORTHERN HABIT

Traffic Club News



Mr. Cory



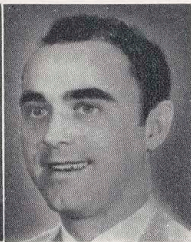
Mr. Walpole

Robert A. Cory, general agent, Great Northern Railway, has been elected president of the Transportation Club of Buffalo for 1958. Other newly-elected officers include Thomas P. Edwards, general traffic manager, Electro Refractories & Abrasives Corp., first vice president; Dan E. Shisler, Jr., district manager, Spector-Mid States, Inc., second vice president; Jack Scott, sales representative, Norwalk Truck Lines, Inc., secretary-treasurer.

Named to head the Arkansas Passenger and Freight Association, Inc., is Charles Walpole of Memphis, general agent, passenger department, Frisco Lines. James E. Rose of Little Rock, district freight and passenger agent, Illinois Central, is vice president, and Wallace H. Crow, Little Rock, district freight and passenger agent, Southern Pacific Lines, is secretary-treasurer.



Mr. Cole



Mr. Walker

Elected president of the Portland, Oregon, Passenger Association is

Fourteen

Perry A. Cole, assistant general passenger agent, Union Pacific. Serving under Cole are C. D. Peret, Great Northern, vice president, and O. K. Lucas, Burlington Lines, secretary-treasurer.

Newly elected officers of The Railroad Passenger Traffic Club of Memphis, Tennessee are: Frank M. Walker, Pennsylvania Railroad, president; R. L. Breedlove, Nickel Plate, vice president; Gerald V. West, Illinois Central, secretary-treasurer.

Southern Railway city passenger agent Robert F. Lusby is the new president of the Cincinnati Passenger Traffic Club. C. G. Van Flandern, Louisville & Nashville, is vice president, and Charles Roedeffer, Santa Fe, is secretary-treasurer.

At a recent meeting of the City Passenger Agents' Association of Cleveland, Orville E. Glass, Milwaukee Road, was named president, and Eugene R. Brown, Canadian Pacific was elected secretary-treasurer.

Heading the Detroit Passenger Traffic Club for 1958 is president R. E. Hampton, district passenger agent, Southern Railway. E. J. Hanggi, district passenger agent, Great Northern, is first vice president; Robert Chandler, sales representative Air France, is second vice president, and E. C. Leber, city passenger agent, Burlington Lines, is secretary-treasurer.

CHUMSTICK DOG—

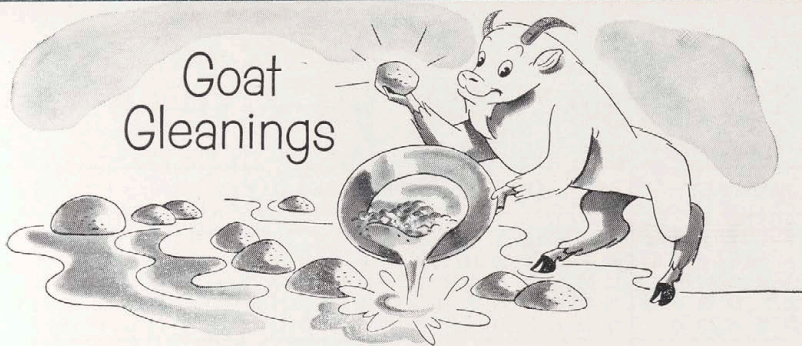
Conclusion

back porch, with an ear alert for the roar of the Diesels or the blast of the air-horns.

When the trains are about a quarter of a mile away, Spot saunters out to the bank, yawns, and seats himself to await the big orange and green locomotives and cars.

According to Mrs. Cannon, Spot first showed his passion for Great Northern trains when he was about a year old. She adds that she is glad that he learned something, because he was never good for anything else.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1957, are: Daniel G. Alt, telegrapher, Coon Creek Junction, Minn.; Harry C. Dalién, locomotive engineer, Willmar, Minn.; John J. Dixon, engineer, St. Paul, Minn.; Julius Knopke, engineer, Crookston, Minn.; Edward Schroeder, bill clerk, Helena, Mont.

Members reported pensioned during December, 1957, are: Charles W. Baldwin, conductor, Spokane, Wash.; Herbert E. Buus, switch foreman, Breckenridge, Minn.; Ambrose C. DeLange, locomotive engineer, Essex, Mont.; Iver C. Erickson, brakeman, Fargo, N. Dak.; Wm. P. Foley, conductor, Spokane, Wash.; Baldwin Gottenborg, machinist, Havre, Mont.; Albert L. Holm, signal supervisor, Havre, Mont.; James M. Hamilton, switch foreman, Minneapolis, Minn.; Mark A. Kraker, labor distribution clerk, Grand Forks, N. Dak.; Alexander Lyon, conductor, Minot, N. Dak.; Charles W. McGahen, locomotive engineer, Whitefish, Mont.; Henry Porter, engineer, Kelly Lake, Minn.; Bill N. Pashas, section laborer, Troy, Mont.; Daniel E. Sullivan, section foreman, Larimore, N. Dak.; Christ J. Sofas, locomotive engineer, Grand Forks, N. Dak.; Fred W. Teela, conductor, Havre, Mont.; James T. Walden, locomotive engineer, Willmar, Minn.; Newberry Walter, locomotive engineer, Superior, Wisc.

James F. Haley, vice president and manager of traffic and transportation of Koppers, Incorporated, Pittsburgh, Pennsylvania, was elected president of the National Defense Transportation Association at its recent meeting in Washington, D. C.

* * *

Re-elected president of the National Industrial Traffic League at its golden anniversary meeting in Chicago was Grant Arnold, general traffic manager of E. J. Lavino & Company, Philadelphia, Pennsylvania.

* * *

Toy trains are big business, and growing bigger. Retail sales in the industry increased from about \$80-million in 1955 to \$100-million in 1956. Figures for last year are expected to be even higher.

* * *

Miles B. Crowley of Seattle has been named superintendent of motive power for Great Northern Railway effective January 1.

Mr. Crowley, who has been master mechanic for the railway's Cascade division the past year, will headquarter in St. Paul. He succeeds James B. Heron, recently named chief mechanical officer.

* * *

Quincy, Washington, is now a regular stop for Great Northern Train 3, the westbound Western Star.

Fifteen

THE STREAMLINED WESTERN STAR

1958



1959

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GREAT NORTHERN RAILWAY

The Great Northern
GOAT

FEBRUARY 1958



The Great Northern GOAT



Vol. 28 February, 1958 No. 2

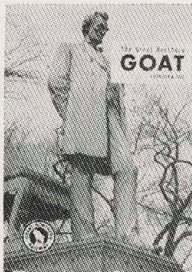
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

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The Goat's Cover



"Standing Lincoln"
statue by
Saint-Gaudens,
in Lincoln Park,
Chicago, Illinois

Louis C. Williams
photo

Two

Your Railroads

February 12, 1958 marks the 149th anniversary of the birth date of Abraham Lincoln, whom many consider to be the greatest and most beloved American who ever lived.

We are reminded that Mr. Lincoln, during his career as a lawyer, represented railroads many times in the courts, including the Supreme Court of the State of Illinois.

He traveled extensively by rail, especially during his speech-making tours.

Lincoln was keenly interested in railway development and he probably did more than any other man to start the construction of the first railway to the Pacific.

When Lincoln was a young man, running for the Illinois Legislature, he said in one of his political speeches:

"No other improvement that reason can justify us in hoping for can equal in utility the railroads. Upon the railroad the regular progress of commercial intercourse is not interrupted by either high or low water, or freezing weather, which are the principal difficulties that render future hope of water communication precarious and uncertain."

These words, uttered more than a century ago, hold true today.

The flanged steel wheel moving on steel rails is still the most efficient and dependable method of mass transportation known to man.

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

America finds use for other forms of transportation, but no one of them, nor all of them together, could take the place of railroads.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Winter Sports on The Big Mountain



Winter sports fans enjoy refreshments and rest, and soak up heat in The Big Mountain Ski Lodge.



Ready for a fast run down the famous Hell Roaring Slope of The Big Mountain in Montana.



More and more winter sports fans in search of an economical family winter vacation are turning each year to The Big Mountain Resort, eight miles from Whitefish, Montana, on the main transcontinental line of Great Northern Railway. And many of them travel between their homes and Whitefish via the daily streamliners Empire Builder and Western Star.

The Big Mountain, a completely self-contained resort, offers uncrowded skiing and an informal, relaxed atmosphere for adults and kids alike. The area is linked with Whitefish by a good all-weather road. The season is long and usually extends well into April. Snow conditions ordinarily are ideal during February and March.

The resort lies in a scenic region

virtually on the western border of Glacier National Park in the Montana Rockies. Many of the park's massed peaks are visible from the ski runs.

Accommodations are right on the hill at The Big Mountain Chalet and the Lodge and provide room and food service for nearly 100 guests. Additional visitors can be cared for in hotels, motels and resorts in Whitefish.

An electric Constam T-bar lift easily handles the crowd even on weekends, and takes skiers more than 3,000 feet to the top of the main spur. Widest of the network of trails leading down to the base is the open-slope Hell Roaring Run for intermediates. Experts can make half a dozen Sno-Cat rides a day up to Big Mountain

(Concluded on page 4)

Three

PROGRESS IS A GREAT NORTHERN HABIT

BIG MOUNTAIN WINTER SPORTS Conclusion

summit to run the two miles of ingenious problems on the Toni Matt Run or take the speedy schusses of the three-mile Langley Run. Dope Slope is the beginners' hill, with just enough rise to keep classes moving.

During the present season, Winter Sports, Incorporated, operators of all facilities at the resort is offering a thrifty all-expense package rate of \$88.00 per week. Included are seven full days of meals, six nights lodging, unlimited use of the lift, six ski lessons, and transportation between the Great Northern Station at Whitefish and the resort.

Details may be obtained from any Great Northern travel representative or may be had upon application to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

ON
Heart Sunday
FEB. 23



**Give for every
Heart you Love**

Four

Glacier Park Featured in New Burton Holmes Film

Among the Burton Holmes travelogues scheduled for 1958 showings is "The Golden West."

All new and in full color, "The Golden West" takes the audience westward across the Great Plains, past Mount Rushmore in the Black Hills of South Dakota, into Wyoming's Yellowstone Park, the Grand Teton Range, Cheyenne and the "Frontier Days" celebration.

Scenes in the Glacier National Park sequence include Many Glacier Hotel, Iceberg Lake, Granite Park, Glacier Park Lodge, Lake McDonald, Going-to-the-Sun Road and the Continental Divide at Logan Pass.

"The Golden West" is scheduled to be shown in Chicago at Orchestra Hall, February 24, 28 and March 1; in Cincinnati at Taft Auditorium on February 25; at the Kiel Auditorium in St. Louis on February 26, in St. Paul's Auditorium Theatre on March 2, and in the Ford Auditorium, Detroit, March 7. Other cities scheduled in the fall include Pittsburgh, Louisville, Indianapolis, Ann Arbor, Los Angeles, San Diego and Santa Barbara.

Circulars giving complete ticket information are available by writing to: Walter T. Everest, Manager, Burton Holmes Travelogues, 14 East Jackson Boulevard, Chicago 4, Illinois.

Railway Museum Planned For Puget Sound Area

The Puget Sound Railway Historical Association, a non-profit organization incorporated in the State of Washington, is considering plans to construct and operate, in the Seattle vicinity, a museum for antique and historical railway equipment.

The museum is planned to represent the railway history of the Puget Sound and Northwest areas.

THE STREAMLINED WESTERN STAR

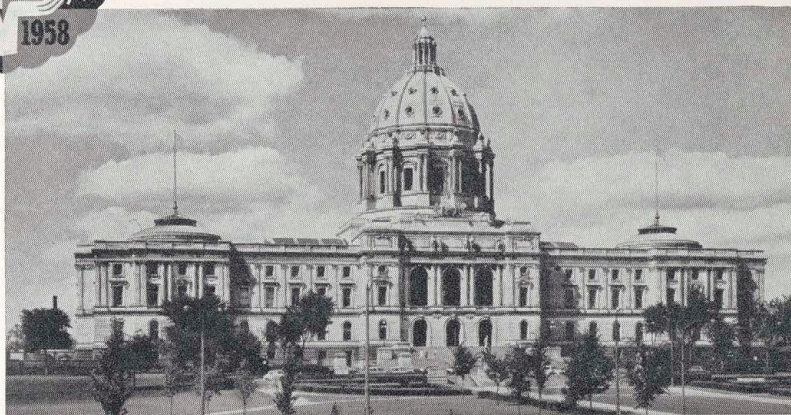


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Minnesota Observes 100 Years of Progress



One of America's finest state capitol buildings is that of the State of Minnesota at St. Paul. It was designed by famed architect Cass Gilbert.

During 1958, Minnesotans will commemorate the State's 100th anniversary with a year-long statewide Centennial celebration. Colorful and exciting events will be held throughout the State, throughout the year.

Planning for the huge birthday party for the 32nd of the United States of America began in 1956. During the past two years, thousands of Minnesotans have been busy in committees mapping a suitable commemoration of the State's century of progress. The legislature appointed a Statehood Centennial Commission and authorized funds to organize and implement a "fitting and proper" celebration.

Events range all the way from Statehood Week to a Centennial Muzzle Loaders Championship shoot.

A Centennial train, loaded with historic exhibits and documents will tour the state. The World Health organi-

zation will meet in Minnesota's bracing climate. A commemorative Centennial postage stamp will be issued. Historic Fort Snelling will be restored. Movies will be filmed, books and pamphlets published and music and drama festivals will be staged. All of the regular community celebrations such as the St. Paul Winter Carnival and Minneapolis Aquatennial will carry Centennial themes.

The NCAA Hockey Championships, the National All Star Bowling tourney, and the World Softball championships are among top sports events to be held in Minnesota during Centennial year.

A high spot of the celebration year will come on May 11, Statehood Day, during Statehood Week activities.

The President of the United States has been invited to be the principal speaker at ceremonies at the state

(Concluded on page 6)

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN President Testifies Before Senate Group

John M. Budd, president of the Great Northern Railway, charged before a Senate subcommittee on January 15, that the plight of the nation's railroads stems principally from the subsidy of competition and from other aspects of unequal treatment.

"If all forms of transport were operated under the same rules," said Mr. Budd, "our industry would have little or no difficulty in maintaining its rightful position in the mass transport demanded by the commerce of the nation."

One of 25 railway presidents testifying this week before the Surface Transportation Subcommittee of the Senate Committee on Interstate and Foreign Commerce, Mr. Budd also hit at the exemption from regulation now enjoyed by highway carriers when transporting agricultural commodities, and urged enactment of bills recommended by the Interstate Commerce Commission to limit the exemption.

Mr. Budd said that one of the important factors which has made railway operation particularly difficult is the provision and maintenance, at government expense, of the fixed facilities of the barges, trucks and airlines. He pointed out the opportunity afforded unregulated trucks to pick and choose the most attractive of the railroads' agricultural business is destructive to the orderly marketing of farm commodities and threatens essential rail services needed by producers to remain in competitive markets.

He urged enactment of legislation that will permit the railroads to increase depreciation accruals so that they can retain funds from earnings to acquire needed capital replacements.

Consolidation or merger of existing railroad systems was advocated as

a way to achieve "substantial operating economies with improved service."

The Federal excise levy of 10 per cent on passengers and three per cent on freight was described as "devastating," and he urged its repeal.

"The tax," he said, "encourages private carriage of people and goods, and discriminates against small business, which does not have enough volume to justify investment in vehicles. It also discriminates against producers farthest from markets."

WHY NOT LET HIM OFFER THIS ?



CENTENNIAL—Conclusion

capitol. The ceremonies, dramatizing Minnesota's accomplishments will be carried to the nation on TV and radio.

The same evening, a huge audience at the University of Minnesota's Memorial Stadium in Minneapolis will be entertained by Minnesota stars of stage, screen and TV, and will hear famous Minnesotans outline the prospects for the next 100 years.

Minnesotans will take the opportunity of their Centennial observance to inform the rest of the nation of the heritage and future of their land of 10,000 lakes and why they like it here.

Six

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

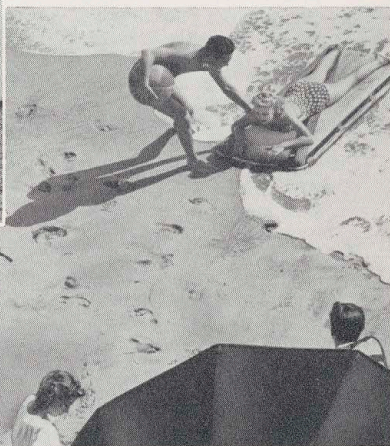
Above: Trains
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Above: Trim yachts racing
in Long Beach Harbor.

Sightseeing Around Los Angeles



Right: Fun on the beach at
Santa Monica Bay.

"Fifteen Guide-yourself Trips by Public Transportation" is the title of a handy little booklet published by the All-Year Club of Southern California for the convenience of travelers to its area.

Trips are by rail and bus. They take in: Long Beach and the harbor. Hollywood. Movie studios. Downtown Los Angeles. Pasadena. La Brea tar pits. Forest Lawn. Beverly Hills movie star homes. Old Spanish missions. Chinatown. Santa Monica Bay beaches.

The trip to Long Beach and the harbor is typical.

"Board a San Pedro car in downtown Los Angeles. One of the first sights is Dominguez oil field.

"Leave train at San Pedro station. Across the street are San Pedro's waterfront stores, windows filled with ropes, sextants, compasses, tattoo parlors, cafes with salty names.

"At the next corner board Point Fermin bus. You pass Fort MacArthur, built to defend the harbor and named after General Arthur A. MacArthur, father of General Douglas MacArthur.

"Leave bus at 36th Street and walk down the hill to Cabrillo Beach Park. In the well-stocked marine museum are specimens of sea life from all over the world. Walk down to the beach, a favorite because it is clean and sandy-white.

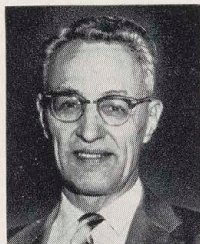
(Concluded on page 8)

Seven

THE STREAMLINED INTERNATIONALS

St. Paul Elects

At the recent election meeting of the St. Paul Passenger Association, the following officers were named for 1958: Harvey L. Roloff, assistant division accountant, Northern Pacific, president; Joseph E. Griller, general agent, passenger department, Milwaukee Road, vice president; George W. Goetz, chief clerk, Public Relations-Advertising Department, Great Northern, secretary; Kenneth W. Wyckoff, treasurer.



Mr. Roloff

Newly elected directors are: R. P. Cassin, Burlington Lines; H. R. Cotton, Northern Pacific; S. B. Wilcox, Santa Fe; G. T. Noble, Chicago & Northwestern; W. B. Watkins, Great Northern; K. E. Bradley, Rock Island.

Twelfth Rail Institute

The American University, Washington, D.C., will conduct the Twelfth Rail Transportation Institute during the period March 17 through April 3, 1958.

The Institute is designed to serve the need of those who have a basic understanding of general transportation and rail transportation problems and are preparing for further advancement in executive responsibilities. Applicants will be admitted if they can be expected to follow the instruction in transportation and transportation management. No specific education is required and there is no age limit.

Complete information and entrance forms may be obtained from Professor Lewis C. Sorrell, Director, Transportation Institutes, The American University, 1901 F Street N.E., Washington 6, D.C.

Eight

CALIFORNIA—Conclusion

"Take the bus back to the Ferry Terminal and there board the channel ferry. Five minutes later you will be on Terminal Island. Walk down Seaside and Wharf Streets to Fish Harbor. Here you may see the clippers of the tuna fleet returned to port, heavy with fish caught off the Galapagos Islands or Mexican waters.

"From Wharf Street, walk up Tuna Street (a narrow thoroughfare lined with ship chandlers, fish markets, tuna and sardine canneries) to Terminal Way and there board a Long Beach bus. On the way across the island you see Reeves field, the Navy air station, and the huge Roosevelt Navy Base.

"Boat tours of the harbor are available from Long Beach at the Magnolia Street pier, where one may also rent a U-drive or sail boat.

"From Magnolia pier walk east through the Pike amusement zone.

"A few blocks beyond is Rainbow Pier. This big crescent is 3,800 feet long. From the seaward rim you can look back at the spectacular sight of Long Beach's sea-front skyline.

"The large semi-circular building in the park is the Civic Auditorium. It cost \$3-million and seats 8600.

"Looming over the city you can see famous Signal Hill, bristling like a gigantic pincushion with the wells that have poured up \$850-million worth of oil."

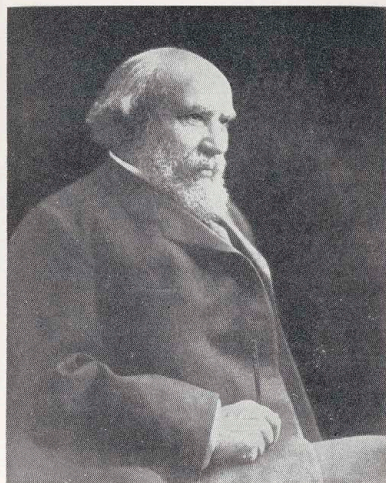
The guide books are distributed free of charge over the counter of the All-Year Club's Free Visitors Bureau, 628 West 6th Street in downtown Los Angeles.

Last of Its Kind

Several weeks ago the Columbia Valley Lumber Company retired from service its tugboat "Charlotte." The Charlotte, a 60-foot steam propelled tug, was the last steam tugboat on Puget Sound.

It was built and put into service in 1911 on Lake Whatcom where it served in handling logs on the lake.

James J. Hill Honored



James Jerome Hill

Forty-one prominent westerners of a bygone era, including James J. Hill of Minnesota, founder and guiding genius of Great Northern Railway, have been elected to the National Cowboy Hall of Fame at Oklahoma City, Oklahoma. Mr. Hill's name was proposed by Ray Schnell of Dickinson, North Dakota.

Trustees chose 11 persons at large to be honored, among them Mr. Hill. Thirty others were honored by states. All are deceased; all were identified with the livestock industry, had a hand in development of the American West or were prominent in perpetuation of traditions of the West.

The at large honorees are Edward Beale of California; Dean W. L. Blizard of Oklahoma; Frank Boise of Arizona; William F. "Buffalo Bill" Cody of Nebraska; Dr. Charles F. Curtiss of Iowa; Mr. Hill; Pete Knight of Alberta; Henry Miller of California; Tom Mix of Texas; Eugene Manlove Rhodes of New Mexico and Brigham Young of Utah.

Rail Traveloan Service

Ten years ago, in September, 1947, approximately 70 major railroad companies initiated the "Rail Traveloan Service," a travel installment plan conducted in cooperation with local banks, to provide qualified applicants with rail transportation, Pullman accommodations, all-expense trips and any other passenger service regularly sold through railway ticket offices.

To take advantage of this plan, the traveler goes to a railway ticket office or to a travel agent and fills out an application form for credit for the cost of the proposed trip. No collateral or down payment is needed, and the Traveloan, including interest and loan insurance, is repaid in small monthly installments over a period up to 24 months.

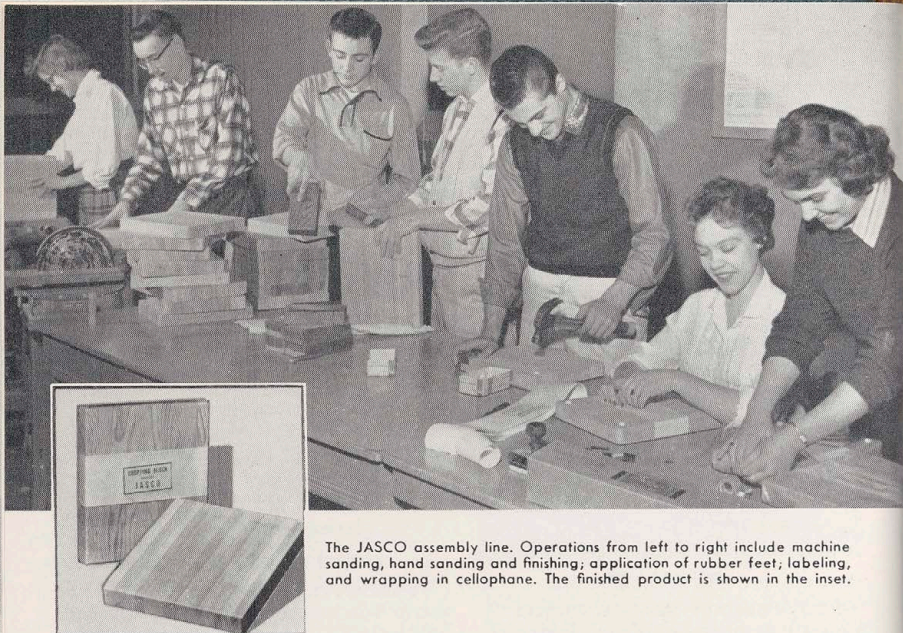
Happy New Year San Francisco Style

A season of gaiety and fun will be ushered in with Oriental fanfare when San Francisco's Chinatown celebrates Chinese New Year—the Year of the Dog—February 21-23.

Smoke-belching dragons, elaborate floats, crack Chinese drill teams and richly-costumed marching units will be in the gala parade which will terminate in a procession along Grant Avenue, to the accompaniment of the wailing of the ancient musical instruments of Old Cathay.

Later on this year will be the introduction of big league baseball in San Francisco. The erstwhile hot rivalry between the former New York Giants and the Brooklyn Dodgers will flare once more, but in a different setting. Henceforth, the New York team will be known as the San Francisco Giants, and the Dodgers will be playing out of Los Angeles.

Then, as the baseball season wanes, autumn visitors will be able to enjoy big league football when the San Francisco Forty-Niners clash with other professional teams.



The JASCO assembly line. Operations from left to right include machine sanding, hand sanding and finishing; application of rubber feet; labeling, and wrapping in cellophane. The finished product is shown in the inset.

JUNIOR ACHIEVERS LEARN BY DOING

Throughout the United States, teenagers in the Junior Achievement program are devoting one evening a week during the school year preparing themselves for the time they will enter the business world. They are receiving practical on-the-job training supplementing that which they receive in high school. At the same time they are learning to appreciate the benefits of America's private enterprise system.

By organizing and operating their own companies they are learning the facts of business life, and that success depends upon efficient operation, a quality product or service, and demand for that product or service. They are learning, too, that a company must make a reasonable profit or surely fail.

Junior Achievement was conceived in 1919 in Springfield, Massachusetts, by the late Horace A. Moses, chairman of the Strathmore Paper Company. Mr. Moses felt that young people seeking employment should have more to offer prospective employers than a diploma. Originally more of a handicraft club, the pattern has gradually changed until today the main emphasis is placed on the organization and operation of the individual companies, although a product still must be manufactured or a service rendered.

A typical Junior Achievement Company is JASCO (Junior Achievement Specialty Company) of St. Paul, Minnesota, sponsored by Great Northern

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Girls as well as boys are taught to use simple power tools. The young lady on the right is using a disk sander; the other is rounding edges on a belt sander.



The entire JASCO membership meets regularly to "brainstorm", discuss problems and evaluate company progress.



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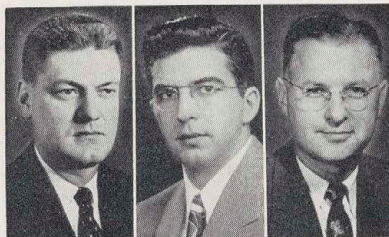
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age 12)



JASCO officers open a company checking account at the First National Bank of St. Paul. Assistant vice president J. M. Peterson explains the procedure.



GN Traffic Department Personnel Changes



Mr. Hageman

Mr. Inhofer

Mr. Larson

Great Northern Railway Freight Traffic Department personnel changes resulting from the death of H. D. Day, general agent at St. Louis, Missouri, and the retirement of R. C. Ramsey, general agent at Bellingham, Washington, are as follows:

W. C. Hageman, general agent at Dallas, Texas, becomes general agent at St. Louis, succeeding Mr. Day.

R. J. Inhofer, traveling freight agent with headquarters at Dallas, becomes general agent there.

L. W. Larson, traveling freight agent at Portland, Oregon, has been appointed general agent at Bellingham, succeeding Mr. Ramsey.

Mr. Hageman joined Great Northern in St. Paul in 1941, serving subsequently in Spokane, Portland and Dallas. He was appointed general agent at Dallas in 1956.

Mr. Inhofer's first Great Northern service also was in St. Paul. He came to the railway in 1942. In 1947 he was a passenger representative on the streamlined Empire Builder. Service in Tacoma, Portland and Spokane preceded his 1953 appointment as traveling freight agent in Dallas.

Mr. Larson's Great Northern service began in Seattle in 1937. He served there in various capacities before transfer to Vancouver, Washington, in 1956. He became traveling freight agent at Portland in June of 1957.

Mr. Ramsey's 44-year Great Northern career dates to 1914. Before his 1948 appointment as general agent at Bellingham he was traveling freight agent at Spokane.

JUNIOR ACHIEVEMENT Conclusion

Railway. Members and advisers meet every Tuesday evening at the Junior Achievement center in downtown St. Paul. The center, equipped and supplied with tools and other equipment, is financed by subscriptions from local firms. The advisers, Great Northern key personnel, counsel on the firm's management, accounting, production and sales policies.

JASCO's product is an attractive and practical chopping block that sells for \$1.75. Utilizing laminated blocks cut to size, workers sand surfaces to a satin finish, bevel edges, round corners, apply rubber feet, and finally label and wrap the finished product in cellophane. The company issues and sells stock at 50¢ a share, maintains a checking account, keeps books, pays wages, light, heat, etc., and merchandises the product.

At the end of the year in May, it is anticipated that because of a successful operation, a nominal dividend will be paid when stock is liquidated.

In operating their miniature businesses, the youngsters learn at first hand the basic problems of big business, and in the process come to better understand the freedom, incentives and opportunity which private enterprise provides the American worker, owner, manager and investor.

The majority of Junior Achievement companies are going concerns from the start. Some experience difficulties, financial and otherwise, and must be reorganized. A very few fail. However, in each case, valuable experience has been acquired as has a clearer and more sympathetic understanding of our American enterprise system.



Goat Gaieties

Winning Personality

"Would you mind repeating what you just said?" the psychiatrist asked his new patient.

"I said," boomed the man, "for some reason nobody seems to like me. Why don't you pay attention, you fathead?"

* * *

Famous Last Words

When he says to his wife, "for two pins I'd leave you," he usually has a young and shapely pair in mind.

* * *

The Bright Side

An optimist and a pessimist were shipwrecked on a desert island. The pessimist expected the worst, saying: "I'll bet it is inhabited with wild men."

But the optimist was more cheerful, saying, "Cheer up, pal. Where there are wild men, there are wild women."

* * *

The Stinger

In a discussion of women's styles on a quiz show, an elderly man was one of the contestants. He was asked: "I suppose you are old enough to remember wasp waists?"

"Remember 'em," he exclaimed bitterly. "That's when I got stung."

* * *

Always a Way

"What happened to your waterproof, shockproof, rustproof, unbreakable, anti-magnetic watch?"

"I lost it."

Guaranteed

Customer: "Have you any good aftershave lotion?"

Clerk: "We surely do. Here's a little number that drives the girls crazy. It smells like a new car."

* * *

Real Hep

Then there was the dear old lady who had wheels put on her rocking chair, so she could rock 'n' roll.

* * *

Shrewd Thinking

The recruits were participating in their first maneuvers. One group was told to put the local railway station out of commission so it could no longer be used. They were back within an hour, proudly stating, "The railway station can no longer be used."

"Ah, did you blow it up?" questioned one of the training officers.

"No sir," said the group leader, pointing to a large sack. "We simply took all the tickets."

* * *

Large Economy Size

Two Americans were cast away on a desert island in the middle of the Pacific for nearly three years. One day while they stood on the beach gazing out onto the horizon, one spotted a bottle being washed ashore. He raced out into the surf and pulled it in. It was one of those new king-sized Coca-Cola bottles. He looked at it, then a frightening realization crossed his mind. "Jim," he shrieked, "we've shrunk!"

Thirteen

PROGRESS IS A GREAT NORTHERN HABIT

Rail Men Study CD Plans



Railroad officials studying global map are, left to right: Irving A. Alp, New York Central; R. N. Whitman, Great Northern; W. F. Davis, New York Central; Otto W. Bender, director of transportation, FCDA; Charles Smale, Chesapeake & Ohio

Senior officials of Canadian and U. S. railways met recently with Canadian Civil Defence and Federal Department authorities to discuss the railways' role in war-time emergency.

The meeting was held at the Canadian Civil Defence College, Arnprior, Ontario, and was attended by Mr. R. N. Whitman, general manager, Great Northern lines east.

Purpose of the conference was to study the railway problems involved in the evacuation of certain Canadian target cities. An additional problem discussed was the information railways will require from Civil Defence and other government agencies concerning the organizational and legal framework in which railways would operate. Other questions included military and civil requirements and their associated priorities. A portion of the conference was devoted to present developments in nuclear warfare and Civil Defence planning to meet this threat.

Fourteen

Winnipeg Music Festival

Scheduled in Winnipeg during the period March 10 to 24, is the 1958 Manitoba Music Festival.

In a "world travel calendar," the Saturday Review of Literature lists the festival alongside such events as the Royal Ascot Race, Commonwealth Games, International Trade Fair and Prince Rainier's Birthday Parade.

The Winnipeg Limited, fast overnight train, provides daily service between the Twin Cities of St. Paul and Minneapolis, and Winnipeg.

'58 Scholarship Committee

Six men prominent in business, labor and education have accepted appointments to Great Northern Railway's 1958 Scholarship Selections committee.

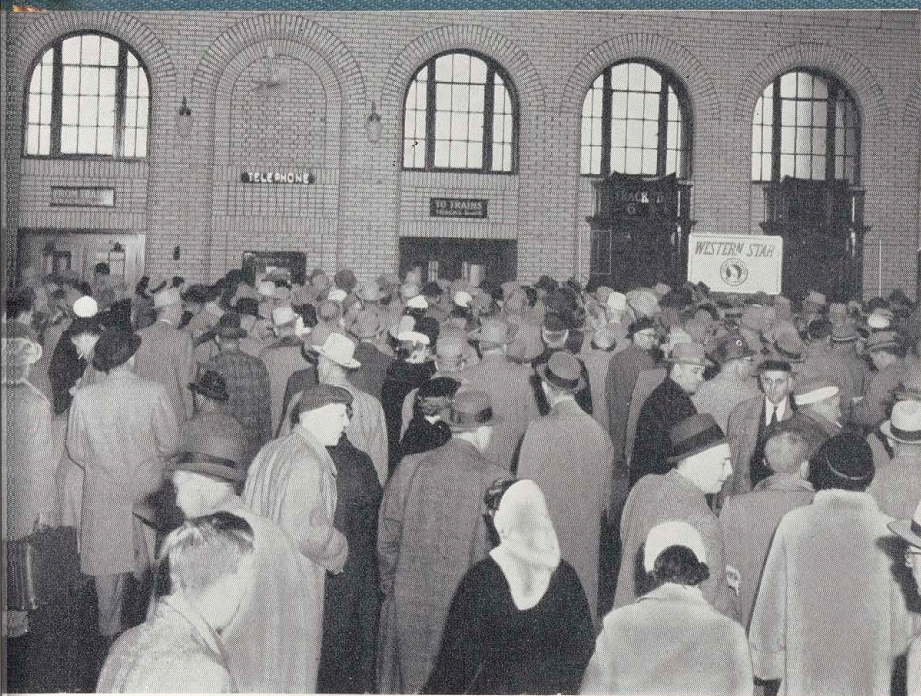
The committee will determine winners of a minimum of three four-year college scholarships to be awarded next spring to sons of Great Northern employees in the United States and Canada. It will mark the third year of railway-sponsored scholarship competition.

Education representatives are Mr. George B. Risty of Minneapolis, director of the Bureau of Student Loans and Scholarships at the University of Minnesota, and Mr. Leonard H. Hauer, chairman of the Testing Bureau at St. Thomas Military Academy in St. Paul.

Business representatives are Mr. Sewall D. Andrews, Jr., of Minneapolis, vice president of General Mills, and Mr. R. M. Hubbs, vice president of St. Paul Fire & Marine Insurance Company.

Labor representatives are Mr. F. A. Emme of St. Paul, general chairman of the Brotherhood of Railway and Steamship Clerks, and Mr. L. E. Downing of St. Paul, general chairman of the Order of Railway Conductors and Brakemen.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Hundreds of homeward-bound FUGTA delegates wait to board Great Northern's Western Star at St. Paul Union Depot. The scene was duplicated at the Great Northern Station in Minneapolis.

Co-op Grain Farmers Meet in St. Paul

An intensive information and education program designed to bring the farm story to city and Main Street people, was launched by the Farmers Union Grain Terminal Association at its recent annual meeting held in St. Paul, Minnesota.

The program will supplement the cooperative's already extensive information activities in magazine and newspaper publications, field-staff work, and a 12-station radio network.

The three-day session was the 20th time the grain farmers have gathered in St. Paul to plan new co-op marketing gains.

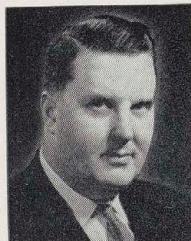
A considerable percentage of the 4,000 attending delegates, their wives and families, traveled between their

homes in Minnesota, the Dakotas and Montana, and the convention city via Great Northern special and regularly scheduled passenger trains.

The Farmers Union Grain Terminal Association, largest grain cooperative in the United States, handles more than 150 million bushels of grain annually; 95 million bushels of it originating from farmers in the cash market, and the balance government grain.

The big co-op represents nearly 150,000 Upper Midwest farmers who are stockholders and patrons. The St. Paul organization is associated with 23 other regional cooperatives called the National Federation of Grain Cooperatives.

Traffic Club Elections



Mr. Sewell



Mr. Meinsen

Newly-elected president of the Cleveland Passenger Club is Arthur L. Sewell, Southern Railway. First vice president is John T. Carson, National City Bank Travel Bureau; second vice president is William H. Rosch, East Ohio Gas Company; secretary is Kenneth C. Hunt, New York Central; treasurer is Charles Goodman, Rock Island.

Charles W. Meinsen, district passenger agent, Burlington Lines, has been named president of the Railroad Passenger Club of Atlanta. Other officers elected are W. B. Carroll, Louisville & Nashville, vice president; J. R. Reese, Southern Railway, secretary-treasurer.

President of the Boxtown Passenger Club for 1958 is Frank Brennan of the University Travel Company. Pierce Edmunds of Alitalia Airlines is vice president. William Fillingim of the Union Pacific is secretary-treasurer.

Sets New Lake Record

The ore carrier George M. Humphrey of the M. A. Hanna Company fleet in 1957 set an all time high record on the Great Lakes for a single ore season. The total tonnage carried by the Hanna boat was 873,957 tons. It took the tonnage in 43 trips.

The final trip of the season was made on December 3 from the Great

Northern Railway Docks at Allouez, Wisconsin. The Humphrey also has the record for the largest single cargo—22,379 tons.

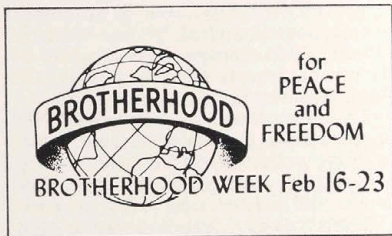
Brotherhood Week 1958

Nationwide observance of Brotherhood Week, sponsored by the National Conference of Christians and Jews, will be held February 16-23. President Dwight D. Eisenhower is honorary chairman of the observance. Louis B. Seltzer, Editor, Cleveland Press, is national chairman.

The 1958 theme is Brotherhood for Peace and Freedom—Believe It!—Live It!—Support It!—that people shall live as one family of man.

Special events in more than 10,000 communities throughout the United States will mark Brotherhood Week. Programs will extend the work of the National Conference which stimulates year-around programs in schools and colleges, churches and synagogues, labor-management and community organizations, and in newspapers, magazines, motion pictures, radio and television.

Brotherhood Week is essentially a campaign against the prejudices and bigotries that disfigure and distort religious, business, social and political relations.



Carl A. Rand, retired Great Northern general agent, passenger department at Kansas City, Missouri, died on December 29.

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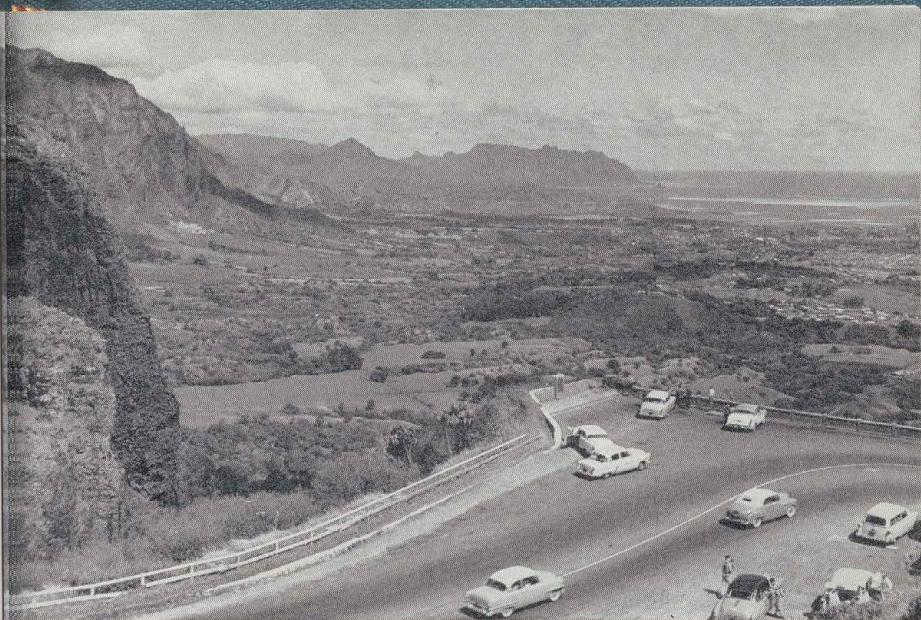
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Nuuanu Pali, mountain pass between windward and leeward Oahu Island, is second in scenic fame only to Waikiki. The panorama of half the island from the lookout is a kaleidoscope of color.

The Other Side of Oahu Island

Oahu, capital island and population center of the Hawaiian chain, appears to lack some of the leisurely pace associated with palm-bedecked, sand-collared tropical islands.

The Island of Oahu is the United States' prime bastion in Pacific defense. It is host to thousands of military families at Pearl Harbor, Hickam Air Force Base and Schofield Barracks. Three pineapple canneries process the golden fruit which flourishes on all the Hawaiian islands. Commercial fishing and processing is centered on Oahu. This island is also the focal point of the Territory's commercial activities, many of which were established to serve the world famous sugar industry.

Visitors, however, see the other side of the coin. Luxurious resort hotels

and high-fashion shops line famous Waikiki Beach. Beachboys gracefully challenging waves on surfboards, colorful striped-sail catamarans and wooden outrigger canoes beckon vacationers by the thousands.

Daytime hula shows are scheduled regularly for visiting photo fans. When the ti-leaf skirts begin to undulate like a grass shack in a hurricane, it is difficult for some lensmen to focus attention on the story being told so gracefully by the dancers' hands.

In a single morning or afternoon drive by rented car, one can exchange the Waikiki scene for a dramatic kaleidoscopic view of rural Oahu. Sea and mountain scenery offer an everchanging panorama of natural beauty.

(Concluded on page 18)

Seventeen

THE STREAMLINED RED RIVER

Osterberg Named TPA

Ralph E. Osterberg of Portland, Oregon, has been named traveling passenger agent for the Great Northern Railway in St. Paul, Minnesota. He succeeds John P. Connolly, recently transferred to Boston as New England passenger agent.



Mr. Osterberg

Mr. Osterberg, who has been passenger representative at Portland since 1953, joined the railway two years earlier as traveling passenger representative on the Empire Builder.

OAHU ISLAND—Conclusion

One route skirts the commercial heart of the city and leads upward through the cool rainforest of Nuuanu valley, past many of Honolulu's oldest and largest estates.

At the head of the valley is a notch in the portion of the Koolau mountain range called Nuuanu Pali. According to Hawaiian history, King Kamehameha won the most decisive battle of his career by pushing the Oahu defenders off the sheer mountain cliffs. From the lookout, one gets an aerial view of virtually the entire Windward side of the island.

The one-way road down the side of the Pali is an engineering marvel, the roadbed having been carved from the mountainside. Part of the old road has been replaced by a modern divided highway which eliminates many of the curves. A tunnel through the cliff permits Honolulu-bound traffic to avoid the old road entirely.

A few miles beyond the foot of the Pali, the beach road cuts off to the right. It goes through green rolling hills past the village of Waimanalo, once the site of a sugar plantation.

Further on, in the shadow of Koko Head and the Koolau mountains, bronzed body surfers flirt with danger at Makapuu Point. The speed of the waves and the risk of being hurled against the rocks discourage all but the most skillful swimmers.

Boy Scout Week

More than 4,700,000 Cub Scouts, Boy Scouts, Explorers and adult leaders throughout the nation will observe Boy Scout Week, February 7 to 13, marking the 48th anniversary of the Boy Scouts of America.

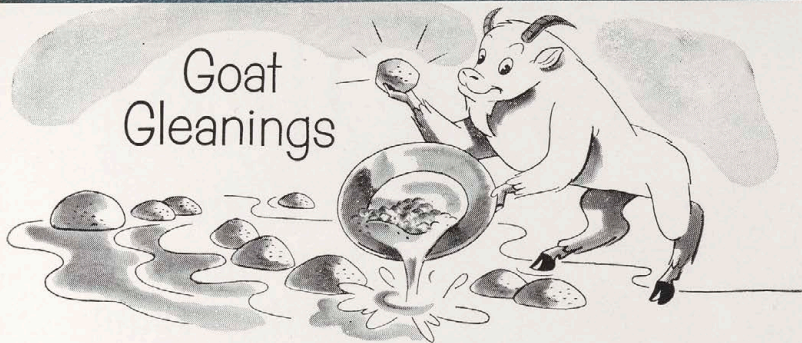
Boy Scout Week sees the launching of a yearlong Safety Good Turn suggested by President Eisenhower, Honorary President of the Boy Scouts of America.

In cooperation with other organizations giving leadership in safety, the Scouts will promote traffic safety in March, April, and May; outdoor safety in June, July, and August; and home safety in September, October, and November.



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Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1958, are: Andrew Clifford, engineer, Great Falls, Mont.; Harry P. Corrigan, engineer, St. Paul, Minn.; Ralph L. DuPay, sheet metal worker, Great Falls, Mont.; Adolph K. Engel, auditor, Seattle, Wash.; George F. Hand, B & B carpenter, Sioux City, Iowa; Frank H. Lindenberg, division storekeeper, Wahpeton, N. D.; Frank L. Mokler, engineer, Portland, Ore.; Jake A. Mayer, conductor, Havre, Mont.; Edward H. O'Leary, conductor, Oroville, Wash.; William F. Reiher, engineer, St. Cloud, Minn.; Harley A. Swisher, conductor, Whitefish, Mont.; Phillip L. Weiler, boiler-maker, Minneapolis, Minnesota.

Members reported pensioned during January, 1958, are: Engval A. Bjorgen, district welder foreman, Minneapolis, Minn.; Samuel M. Berg, B & B carpenter, Breckrenridge, Minn.; George Croft, sheet metal worker, St. Paul, Minn.; Timothy G. Cronan, conductor, Sioux City, Iowa; Alfredo L. Carsallo, section laborer, Troy, Mont.; George J. Ghimenti, head overcharge claim investigator, St. Paul, Minn.; George J. Geisen, engineer, St. Paul, Minn.; William J. Higgins, engineer, Superior, Wis.; Benjamin B. Hansen, engineer, Seattle, Wash.; Edward G. Hochule, pipe-fitter, Grand Forks, N. D.; Oscar T. Ingebritson, conductor, Sioux City,

Iowa; Peter Juba, section foreman, Marshall, Minn.; Fred Nelson, telegrapher, Billings, Mont.; Gaetano Preite, section foreman, Shelby, Mont.; John A. Solga, section foreman, Mukilteo, Wash.; Roy C. Stevens, usher, Minneapolis, Minn.; Carl W. Sandstrom, assistant shop superintendent, W.F.E., Hillyard, Wash.; Ernest S. Webb, freight agent, Tacoma, Wash.; George Waskluk, fuel oil pumper, Devils Lake, North Dakota.

* * *

The seventh annual conference of the Pacific Area Travel Association will be held at Santa Barbara, California, February 17-21, 1958. It will be the first time the association has met on the United States mainland. Previous meetings have been held in the Phillippines, New Zealand, Japan, Australia and Hawaii.

* * *

Named a director of the St. Paul Union Depot Company is P. G. Holmes of St. Paul. Mr. Holmes, Great Northern passenger traffic manager, was appointed to the position formerly held by W. B. Irwin, GN assistant to the vice president—operations, who retired January 1.

* * *

A. R. Mitchell, Great Northern Railway general agent in Atlanta, Georgia, died on January 16.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

CALIFORNIA

go America's
most scenic way . . .
via the Pacific
Northwest

go Great!
go Great Northern!

YOU'LL SEE MORE of scenic America when you go Great Northern . . . by Glacier National Park in the Montana Rockies . . . across (and even through!) the Cascade Mountains to Puget Sound . . . or along the Columbia River.

AND MORE DOME SEATS on the *incomparable* Empire Builder assure you a fascinating, up-front view of every scenic delight. Restful reclining Coach seats with leg-rests, choice Pullman accommodations. Convenient connections in Seattle or Portland to and from California.

P. G. HOLMES,
*Passenger Traffic Manager,
Great Northern Railway,
St. Paul 1, Minnesota.*

FOLLOW THE SUN to fun in California! Round trip rail fare to San Francisco is no more via the Pacific Northwest.



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The Great Northern

GOAT

MARCH 1958



The Great Northern GOAT



Vol. 28 March, 1958 No. 3

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

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Named to
reign over
the Washington
State Apple
Blossom Festival
May 1-3
is lovely

Ann Albertson
of Wenatchee.

Two

Your Railroads

"Time is money" is a truism in the business world, but on the railroads the value of time is above measurement in dollars and cents. Railroaders realize that in their work a minute or less may mean the difference between safety and sorrow, and they "keep time" to a degree unsurpassed in any other field of activity.

All railway workers whose duties are closely connected with the movement of trains are required to provide themselves with watches conforming to high standards of accuracy. They are further required to present their watches at intervals to an inspector for comparison with standard clocks. If a variation of more than 15 seconds a week is noted the watch must be repaired or adjusted.

Standard clocks are provided in roundhouses, yard offices and other localities where they will be convenient to employees subject to the time-service requirements. About the last thing done by the engineer and fireman of a train before taking out their engine is to compare their watches with the standard clock. Similarly, the conductor, flagman and brakeman of the train compare their watches with the standard clock in the yard office just before taking charge of the train. Members of the train crew also compare watches among themselves before the start of each trip.

This close attention to accuracy of time is typical of the painstaking care with which the railroads safeguard the operation of trains. This is one reason why traveling on trains involves less risk of injury than almost anything else one can do.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

On the evening of April 7, Queen Janice Methven of Tacoma will give up her crown and scepter to her successor.



Parade day in Daffodil-Land will be April 12 with a six-hour spectacle of floats and other units moving through Tacoma, Puyallup and Sumner



Fairy Tales in Daffodils

"Fairy Tales in Daffodils" is the theme selected with the 25th annual Puyallup Valley Daffodil Festival, to be held April 7 through April 13 in Tacoma, Puyallup, Sumner and Orting (State of Washington).

The four-city event is staged in the heart of the nation's Daffodil-Land, where 30,000,000 daffodils herald the arrival of spring. The picturesque Puyallup Valley is the world's production center for the King Alfred variety.

One of the earliest of all-outdoor floral events in the nation every spring, the Daffodil Festival moves through a week of colorful events. The regal and tradition-steeped coronation of festival queen and princesses is set for April 7 in Sumner's Spartan Hall.

Queen Janice Methven of Tacoma completes her year-long reign April 7

and she gives up her crown and scepter that evening to her successor. Candidates for the 1958 fete will be selected from Tacoma, Puyallup and Sumner high schools.

Parade day in the heart of Daffodil-Land will be April 12, with a six-hour spectacle of floats and other units moving through Tacoma, Puyallup and Sumner. From start to finish in Tacoma, originating point, the parade takes two hours to pass the judges' stand at the Union Station.

Flower shows, boat shows, square-dance jamboree, cross-country race, sail-outboard-power boat regatta; bowling, marble, handball, ping pong and badminton tourneys, numerous balls, a family concert by the Seattle-Tacoma Symphony and other events complete the festival's full schedule.

Three

PROGRESS IS A GREAT NORTHERN HABIT

Oregon — Host to the World June 10 - September 20, '59

In Oregon's Centennial Year of 1959, more than 8,000,000 people are expected to pass through the portals of a great exhibition center located near Portland on the banks of the Columbia River.

The Exposition, scheduled for the period June 10-September 20, 1959, will cover an area of 65 acres, which includes the 11-acre main exhibition hall, largest single-level building in the country under one roof.

Oregon's Centennial Exposition has been conceived on revolutionary and inspiring lines. It will go far beyond the usual sightseers' festival to outline in dramatic fashion the industrial marvels of the brilliant future stemming from a glamorous historical past. The Exposition actually will signify the end of one period of history and the ushering in of a definite new era of expansion.

An outstanding feature will be a giant Aqua Center running 1,000 feet along the Columbia River estuary immediately adjacent to the main exposition area. Approximately 15,000 spectators can be accommodated at the Aqua Center which will feature a host of championship water sports throughout the Centennial.

Another great attraction will be the International Trade Fair, first such world-wide trade fair ever to be held on the West Coast. The Trade Fair Section will be one of the outstanding areas of the exposition and will be widely publicized throughout the world.

Located in the heart of the main Centennial Exposition building is the huge indoor coliseum where world-famous entertainers will perform nightly during the entire running of the exposition.

Portland offers the Centennial visitor every accommodation needed for a pleasant vacation in the Pacific Northwest. Fine hotels, motels and apartments offer almost unlimited ac-

commodations. The city is known also for fine restaurants and popular night clubs. The public transportation system is modern and fully equipped. Many scenic and historical highlights of the "Oregon Country" are reached conveniently by short side trips.

Oregon's Centennial Exposition will offer exhibitors important advantages. Exhibit space will be divided into separate yet related zones, each devoted to a particular phase of science, industry, agriculture, or other segment of 20th Century life. These zones, all under one great roof, will radiate about a centrally located entertainment area.

The desirability of such an orderly arrangement is obvious. The exhibitor will be able to tell his story in its proper composite setting without the distractions of unrelated exhibits. He will be able to take full advantage of the traffic to and from the entertainment center which will attract thousands of visitors each day.

LET HIM PUT UP THIS SIGN



Four

THE STREAMLINED WESTERN STAR

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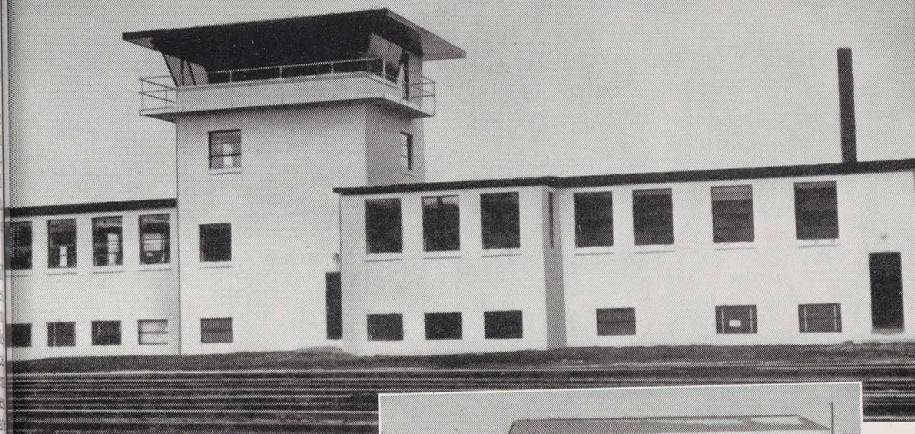
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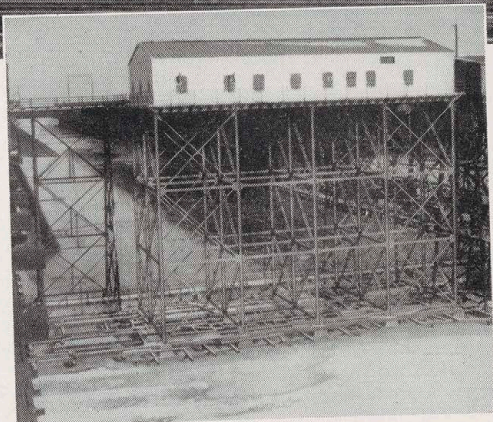
HIS SIGN

ION SERVICE



A three-story glass-towered structure at Klamath Falls, now houses the facilities through which Great Northern's "Inside Gateway Bieber Route" to and from California, are directed.

Mounted on 75 foot steel towers is a new car service building located between the approaches to Great Northern docks 1 and 2, Allouez, Wisconsin.



Great Northern Unveils New Service Facilities

New facilities, recently completed on opposite ends of the Great Northern system will contribute to the more efficient operation of the railway.

A three-story glass-towered structure at Klamath Falls, Oregon, now houses the facilities through which Great Northern operations over the "Inside Gateway Route" are directed. The building will serve as headquarters for yardmasters, dispatchers, communications supervisors and their staffs. Locker rooms for yard crews, engineers, conductors and brakemen are provided as is a conference room for safety meetings and other training sessions.

The new yard office building is located in Great Northern's South Klamath Yard on Midland Road. C. M. Rasmussen, general manager, lines west; G. D. Johnson, western traffic manager, and Ralph H. Hemmesch, superintendent, Klamath division, acted as hosts at open house and dedication proceedings.

Ready for the opening of the 1958 iron ore shipping season is a 40x100 foot car service building at Allouez, Wisconsin, site of Great Northern Railway's iron ore docks, largest in the world. The steel building, which is located between the approaches to

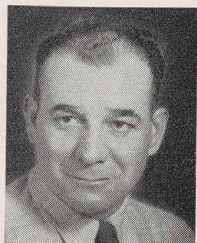
(Concluded On Page 6)

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Man Awarded Hero Medal

Donald H. Ross of Great Falls, Montana, has been awarded a bronze Carnegie Hero Medal for saving Michael A. Finnessey, 14, from drowning. This award is given only under



Mr. Ross

very few people have been so honored.

Mr. Ross, a Great Northern Railway mechanic, driving toward Great Falls was stopped and asked to help the boy who, when swimming in the Missouri River, suffered a cramp.

The citation reads: "Ross ran 100 feet to the river, where he removed his shirt and trousers, but did not delay further to unlace his high work shoes. He entered the water and swam 200 feet to Finnessey, who was floundering wildly at mid-stream . . . he remained alongside Finnessey for almost 10 minutes and supported him from time to time as both drifted 150 feet downstream."

Firemen who had been summoned, finally reached them in a motorboat.

National Orange Show

In the heart of the sunny orange country at the height of the harvest season, the 43rd annual National Orange Show will be held at San Bernardino, California, April 10 through 20.

It was in the San Bernardino valley within a few miles of today's 135-acre site of the National Orange Show that the first orange trees were planted for commercial production in interior Southern California. Oranges originally were brought there in the 1700's by Father Junipero Serra's friars.

Six

At the exposition will be exhibited the choicest of the crop from California's desert regions bearing sweet grapefruit, the coastal districts swept by cool ocean breezes and growing Valencia oranges, to the warmer inland areas producing the Navels.

Oranges will be fashioned into spectacular displays around the theme, "Frontier Fantasies."

A model orange packing plant will be operating. Visitors will watch the world's largest lemon pie and orange cake baking contest—55 bakers of each vying at a battery of ovens for the world's championships.

At the world's longest orange juice bar—nearly 100 feet in length—about 200,000 cups of fresh orange juice will be served during the 11 days.

There will be a Mexican Village with songs, dances and shops, the world's largest model railway, and a program of entertainment climaxing with an RCA rodeo.

Songs of the Railroad

A new album of railroad songs is attracting considerable attention. On the recording, which is titled "Songs of the Railroad," the Merrill Jay Singers present sixteen ballads and folk songs reminiscent of the golden age of steam railroading. Included are "Wreck of the Old 97," "Big Rock Candy Mountain," "Casey Jones," and "Wabash Cannonball."

The album is from the workshop of the Cabot Music Corporation, 116 Central Park Avenue South, New York 19, N. Y. (CAB-503—HiFi, 33-1/3 RPM, LP, \$3.98 retail.)

NEW FACILITIES—Conclusion

docks 1 and 2, provides adequate maintenance facilities for equipment used in unloading iron ore cars and maintaining the docks.

Driven for the foundation during March of 1957 were 101 fir pilings from 40 to 50 feet in length. Concrete pedestals for the 73 foot 5 1/4 inch steel towers on which the building rests were poured last May.

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

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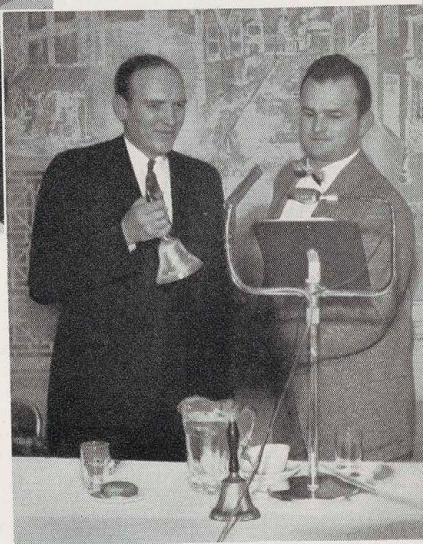
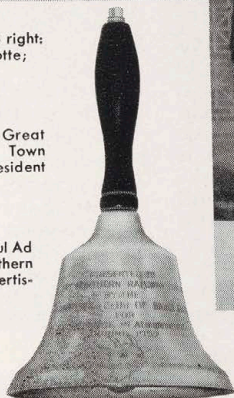
NORTHERN



Above: At speakers' table, left to right: "Rocky"; Mr. Budd; Mr. LaScotte; Mr. Coppe; Mr. Forney.

Right: John M. Budd, president, Great Northern Railway, receives the Town Crier's bell from Ad Club president Eugene LaScotte.

The Town Crier's Bell of the St. Paul Ad Club, presented to Great Northern Railway for "excellence in advertising during 1957."



Great Northern 1957 Ad Campaign Wins Ad Club Award

Great Northern Railway has been cited by the Advertising Club of St. Paul for 1957's outstanding advertising campaign by a St. Paul company.

John M. Budd, Great Northern's president, received the award from Eugene A. LaScotte, president of the St. Paul Ad Club, at a luncheon meeting February 10. Attending were members of the St. Paul and Minneapolis Ad Clubs, St. Paul Sales Executives Club, and Chamber of Commerce. The event highlighted Advertising Week in the Twin Cities.

Rocky, the Great Northern goat, was singled out as a major reason why the St. Paul Ad Club's 1957 accolade went to the railway. This

friendly animated trade character appeared prominently in Great Northern newspaper, magazine, radio and television advertising all last year, injecting full measures of unity and memorability into the campaign.

Rocky's meteoric rise to stardom on TV and radio, and his unique ability to produce fan mail, were outlined at the meeting by Ivan A. Coppe, Great Northern assistant advertising manager.

Heading Great Northern's Public Relations and Advertising Department is C. W. Moore, executive assistant. John W. Forney, Inc., of Minneapolis is the railway's advertising agency.

Seven

THE STREAMLINED INTERNATIONALS

Eastern Groups Elect

L. A. Schuster, traveling passenger agent, Santa Fe, has been named president of the Newark Railroad Club for 1958. Other newly-elected officers of the group are P. L. Moyle, traveling representative, Missouri Pacific, vice president; Kenneth Barker, traveling freight agent, Illinois Central, second vice president; Edward Van-Schaick, freight representative, Bessemer & Lake Erie, secretary; George Mason, traveling freight and passenger agent, Union Pacific, treasurer.

Heading the New York City Association of Passenger and Ticket Agents is Richard C. Mack, D. C. Transit System, president. Vice president is Ralph A. Perkin, Seaboard Air Line RR. Second vice president is Edward J. Bowen, Canadian National. Secretary is Walter R. Rooney, Gulf, Mobile & Ohio. Treasurer is Martin H. Wetzel, Milwaukee Road.

Elected president of the Buffalo Passenger Association is Patrick J. Ryan, New York Central. Other officers are Robert J. Brown, Jr., Pullman Co., vice president; H. E. Lee, Canadian National, second vice president; H. J. Mueller, Santa Fe, secretary-treasurer.

Freedom is Not Free

Throughout history freedom has always had a price tag attached to it. Men and women have had to pay for it in one way or another, with their toil, their money, their blood. And wherever freedom is denied, it threatens freedom everywhere else.

This year's Crusade for Freedom campaign is striving to raise ten million truth dollars to support Radio Free Europe, so that the captive peoples of the satellite countries, denied physical freedom, may have access to the truth broadcast by the 29 transmitters of Radio Free Europe.

Eight

One of the fundamental freedoms denied to these people by their Soviet masters is freedom of the press. Hence all these people hear is an endless dirge of communist lies and distortions about themselves and the western world.

But as long as the satellite peoples can hear the truth over Radio Free Europe, the communists are unable to exploit fully their hold on the satellites. They are kept off balance. They cannot rely on the satellite armies. Their plans for collectivization are stalled. The effectiveness of RFE is shown by the fact that the communists spend more to jam its transmissions than it costs RFE to operate, and the jamming is unsuccessful.

To keep the spirit of freedom alive behind the Iron Curtain, the help of every American is needed. Truth dollars which you send to the Crusade for Freedom, c/o your local postmaster, will be quickly translated into messages of truth and hope for the captive peoples in Hungary, Czechoslovakia, Poland, Rumania and Bulgaria.

Named General Agent

Edward J. Kubicki of St. Paul has been appointed Great Northern Railway general agent at Atlanta, Georgia. He succeeds the late A. R. Mitchell.

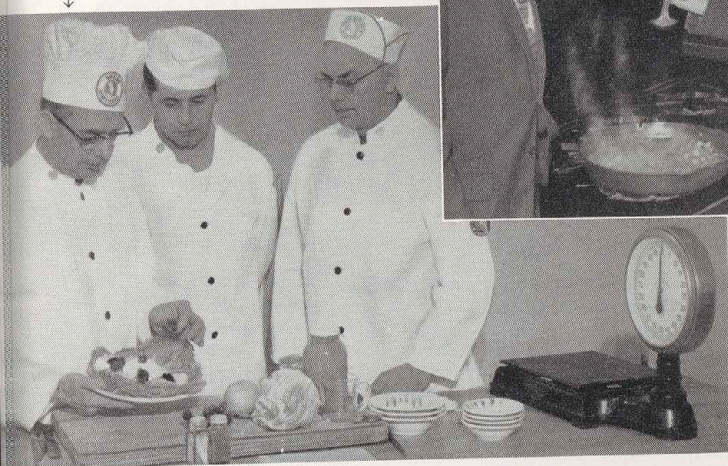
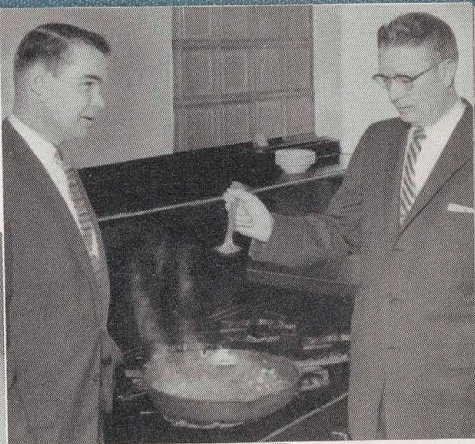
Mr. Kubicki has been the railway's traveling freight agent at St. Paul since 1952. He began his Great Northern career as a rate clerk at Duluth, Minnesota in 1947, and served subsequently as city freight agent there before transfer to St. Paul.



Mr. Kubicki

J. W. Kirby (left) GN general superintendent of dining cars and J. L. Baldwin, assistant to the purchasing agent, sample food prepared in the new kitchen.

Erv Olson (left) supervisor of kitchens, demonstrates the fine art of salad making.



Great Northern Installs New Test Kitchen

A thoroughly modern and up-to-date test kitchen has recently been installed by Great Northern's Dining Car Department at the railway's Mississippi Street Commissary in St. Paul.

The new facility was designed with several purposes in mind.

Before new methods or products are accepted, extensive tests will be made by the supervisor of kitchens to determine whether or not the product or method is practical and adaptable to dining car operation.

Under a carefully planned program of instruction, the railway's cooks and chefs are being trained to use the accepted new methods and products,

which will result in consistency in the appearance of food served to patrons, uniformity in flavor, efficiency in production. Because of the training program, fully qualified younger men will be available to replace the older chefs as they leave the service.

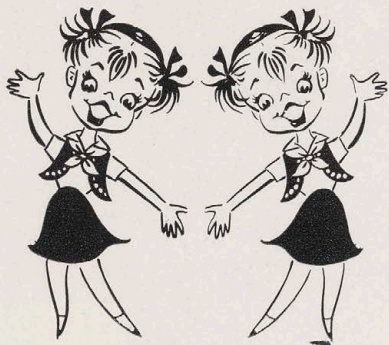
It is planned to ultimately include stewards and waiters in the training program so they will have a better knowledge of food preparation.

All items for proposed menus will be prepared and thoroughly tested in the kitchen. Recipes for those accepted will be prepared for servings of five, ten and twenty-five portions and copies filed in each dining car kitchen.

Nine

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Camp Fire Girls Celebrate Birthday Week-March 23-30



In cooperation with the President's People-to-People Program, Camp Fire Girls have embarked on a national project called "Meet the People."

Over 480,000 members are meeting the people in their communities and learning about their towns. They are photographing the places and people which will best form a composite portrait of how America lives. During Birthday Week, March 23-30, these photographs will be exhibited in towns across the nation. Later, the pictures will be sent overseas to acquaint youth in foreign lands with typically American communities.

Founded in 1910, Camp Fire Girls provides a program of fun, friendship and interesting activities for girls seven to eighteen. The nationwide youth organization serves girls in over 3,000 communities, but there are still many thousands who would like to belong to Camp Fire Girls. In order to make room for them, additional adult volunteers, both men and women, are needed. Membership is open to all, and girls and adults may join at any time during the year.

Ten

Plan Civil War Centennial

A national assembly of leaders of civic, patriotic, historical and other groups meeting recently in Washington, D. C., has recommended appropriate celebrations of the 100th anniversary of the Civil War in the years 1961-65.

As a result, the Civil War Centennial Commission, headed by Major General Ulysses S. Grant, III, chairman, has submitted to Congress preliminary plans for an overall program, including specific ceremonies, for commemorating various Civil War events in the six-year period.

Easter Seals at Work

Wherever there are crippled Americans, there are Easter Seals at work.

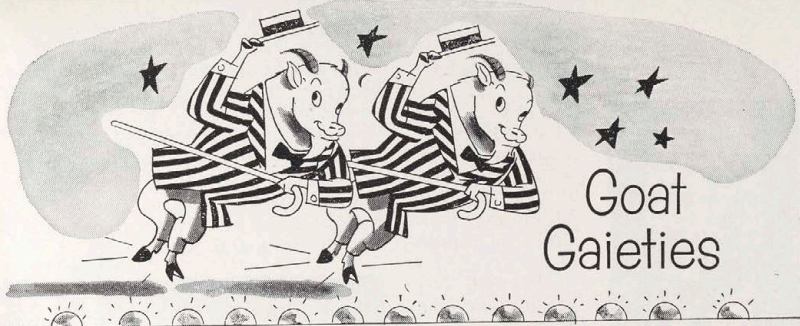
- Care and treatment for thousands of crippled children and adults.
- Education of public, professions, parents, volunteers and employers to problems of the crippled.
- Research into causes, prevention and treatment of crippling conditions.

These areas comprise the work of the National Society for Crippled Children and Adults and the great nationwide federation of societies it heads. Its \$15,000,000 program is financed largely by funds received during the annual Easter Seal Appeal. Certain specific projects are financed by special bequests and donations.

Thousands of children and adults are in need of care. As public support of Easter Seals increases year by year, so can services be expanded to help more crippled.

Buy and use Easter Seals!





Two-Fisted

"Does it make any difference on which side of you I sit?" she asked.

"Not a bit," he replied. "I'm ambidextrous."

Always A Way

Neighbor: "Is your son hard to get out of bed in the morning?"

Mother: "No. I just open the door and throw the cat on his bed."

Neighbor: "How does that waken him?"

Mother: "He sleeps with the dog."

New Leaf

"How long have you been working for the company?"

"Ever since the boss threatened to fire me."

Inverse Proportion

A public speaker was being complimented on his talks. "Tell me," an admirer inquired, "about how long does it take you to prepare a ten-minute speech?"

"Two weeks," was the reply.

"And how long for an hour's speech?"

"One week."

"And for a two-hour speech?"

"I'm ready right now," was the reply.

Way Back When

Remember the Good Old Days when a juvenile delinquent was a kid who owed a few cents on an overdue library book?

State of the Nation

The teacher played the Star Spangled Banner and asked her first grade class to identify it. "That's easy," shouted a pupil. "It's what they play every Friday on TV just before the fights."

Figures Don't Lie

They were considering marriage. Being afraid of the high cost of living they each got out their pencils and figured up to see if they could afford the plunge. After he had reached a figure which was supposed to be an estimate of the cost of married life, he decided that they had better wait. Then, after carefully studying the girl's figure, he threw away his pencil and went out hunting the preacher.

For Book Lovers Only

"He Beat Her in the Wigwam," or "Her Sufferings Were Intents."

No Help Needed

When Eddie, the slow moving and inefficient clerk in a small town store, was not in evidence one morning, a customer asked, "Where is Eddie? He ain't sick, is he?"

"Nope, he ain't," replied the proprietor. "He just ain't workin' here no more."

"That so?" responded the villager. "Got anybody in mind for the vacancy?"

"Nope. Eddie didn't leave no vacancy."

J. W. Emmert to Retire



Mr. Emmert

John W. "Jack" Emmert, superintendent of Glacier National Park in Montana, will retire on March 31.

Except for service in the Navy during 1918-19, Mr. Emmert has been continuously employed in various national parks since 1912, four years before the National Park Service was established.

First employed in Yosemite, Mr. Emmert in 1934 became assistant superintendent at Yellowstone and served briefly as superintendent at Hot Springs before transferring to Glacier as superintendent in 1944.

For the generally high quality of the performance of his duties as superintendent, Mr. Emmert received the Distinguished Service Award of the Department of the Interior in 1953.

On April 15, Mr. Emmert will take up new duties as director of parks and recreation services for the State of Idaho.

The Red Cross—A Great Volunteer Partnership

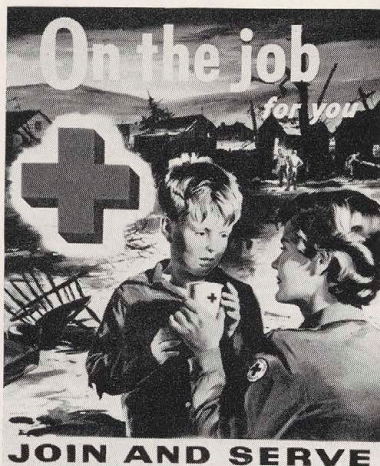
Traditionally in March, Americans open their hearts and their purses to support the humanitarian services of the American Red Cross.

The service programs of the Red Cross are the practical expressions of a great idea—that people want to help one another, that we are all neighbors, with the same basic human problems and needs.

Providing a means—an organization—through which neighbor can

help neighbor, your Red Cross has been on the job for more than 75 years, helping you to serve your nation and your community.

You are the Red Cross, because you make its work possible through your voluntary service and your financial support. Answer the call in March. Join and Serve!



Apple Blossom Queen Named

Ann Albertson, a brown-haired, brown-eyed Wenatchee, Washington, High School senior has been named Queen of the 1958 Washington State Apple Blossom Festival.

Her princesses are Tonee Hansen and Kris Whiteman.

Miss Albertson is the daughter of the Rev. and Mrs. James T. Albertson. Tonee Hansen, a blue-eyed blonde, is the daughter of Mr. and Mrs. Walter Hansen, and Miss Whiteman, a green-eyed blonde is the daughter of Mr. and Mrs. Jack Whiteman.

The trio will reign over the 1958 Washington State Apple Blossom Festival May 1, 2 and 3.

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The snows are deep at the new winter playground at Hurricane Ridge in the heart of Washington's Olympic National Park.

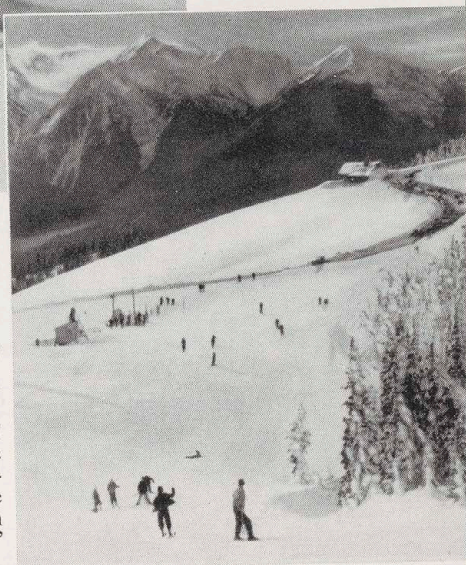
New Winter Playground For The Pacific Northwest

Skiing on Hurricane Ridge in Washington's Olympic National Park is now in its "Experimental Year," but all indications are that the area will pass every test.

Hurricane Ridge, near the crest of the jagged, snow-capped Olympic Mountains, is the new winter playground in the Pacific Northwest. The ski area was opened in 1957 with completion of "Heart-of-the-Hills" road from Port Angeles, Washington, to the center of Olympic National Park.

Great Northern passengers visiting the area use GN's new suburban station at Edmonds, north of Seattle, and across Puget Sound by state ferry from the Olympic Peninsula.

A fine visitor center has been constructed by the National Park Service to serve both winter and summer travelers into the high country. The spectacular view of the Olympic crest from Hurricane Ridge is drawing more non-skiing visitors to its 20-foot-



deep snows than skiers. In the first three weeks of January 1958, there were 8,297 visitors, including 1,631 skiers.

"Heart-of-the-Hills" road opens a new area of the mountainous, heavily timbered park. Olympic Park officials and Port Angeles travel boosters expect it to lure travel groups from all over the nation in coming seasons.

Hills ascended by rope tows in winter will be the scenic goals of hikers in the summer months.

Thirteen

THE INCOMPARABLE EMPIRE BUILDER



Great Northern Railway Safety Awards for 1957

Awards for outstanding employee group safety records in 1957 have been presented by Great Northern Railway.

Shown above at an awards luncheon held February 26 at the Minnesota Club in St. Paul, Minnesota, are, left to right: J. T. Andrew, general safety supervisor, and Thomas A. Jerrow, operating vice president, who presented the symbolic trophies; George V. Guerin, chief engineer; A. J. Schuck, superintendent of Dale Street shops, St. Paul; L. R. Seaholm, superintendent of shops at Havre, Montana; E. M. Pulsipher, general storekeeper; R. E. Strom, division trainmaster, Minot, North Dakota; and R. J. Murray, chief special agent.

Fourteen

Employees of the Havre and Dale Street shops completed the year without a single reportable injury, sharing top honors among the six shops on the Great Northern system.

Departmental awards to the chief engineer's, storekeeper's and chief special agent's departments also recognized a year without reportable injuries.

Best safety standing of the railway's eight operating divisions in 1957 went to the Minot division, whose employees worked 4,240,428 man hours with a casualty ratio of 1.18 injuries per million man hours. The system ratio was 2.11.

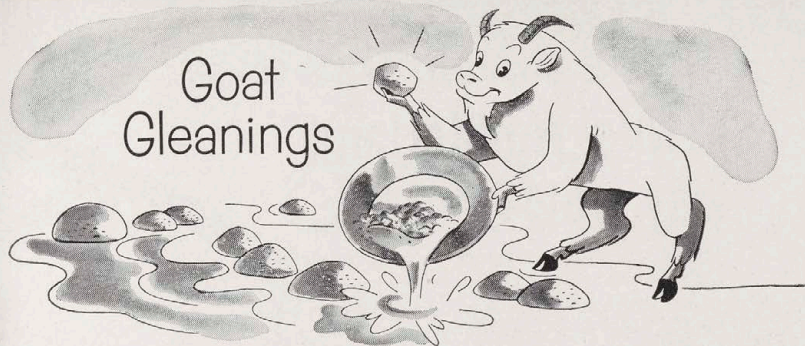
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Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1958, are: Arthur B. Connolly, signal maintainer, St. Paul, Minn.; Frank E. Moran, carman, Spokane, Wash.; Chester A. Pickett, section foreman, Tioga, N. D.; William J. Scott, engineer, St. Cloud, Minn.; Arthur H. Willard, conductor, Breckenridge, Minnesota.

Members reported pensioned during February, 1958, are: Archie W. Aken-son, engineer, Minneapolis, Minn.; Guy L. Aldrich, car inspector, Breckenridge, Minn.; Carl E. DeMars, chief clerk, Superior, Wis.; Michael C. Donatell, engineer, Willmar, Minn.; Arthur H. Desler, painter, St. Paul, Minn.; Thomas A. Glenn, engineer, Kelly Lake, Minn.; Charles Geeson, conductor, Anacortes, Wash.; Carl W. J. Johnson, conductor, Grand Rapids, Minn.; Oscar F. Johnson, clerk, St. Paul, Minn.; Henry L. Lang, joint train baggageman and expressman, St. Paul, Minn.; James A. Morgan, check clerk, Grand Forks, N. D.; Oscar A. Post, chief abstract clerk, St. Paul, Minn.; Floyd R. Polifka, foreman, Willmar, Minn.; Isaac J. Pelkey, conductor, Breckenridge, Minnesota.

* * *

The National Cherry Blossom Festival, one of America's biggest and most colorful springtime celebrations, is scheduled March 25 through 30 at Washington, D. C.

Great Northern trains 3 and 4, the Western Star, now stop at Tioga, North Dakota, to receive or discharge revenue passengers to or from Grand Forks and East (instead of Fargo) and to or from Havre and West, where trains are scheduled to stop.

* * *

Great Northern Railway Traffic Department offices at Great Falls, Montana, now are located in the Great Northern Office Building, which is adjacent to the railway's passenger station.

* * *

The International Assembly of Transportation Department Young Men's Christian Associations will convene in Washington, D. C., at the Mayflower Hotel on November 5, 6 and 7, 1958.

* * *

The 64th annual convention of the International Apple Association will be held July 28 through July 30, 1958, at the Queen Elizabeth Hotel, Montreal, Canada.

* * *

Great Northern Railway's Passenger Traffic Department now is represented in Victoria, British Columbia, by Featherstone Travel Service, Ltd., 734 Yates Street. The firm is successor to Pethard & Dawson, Ltd. Telephone numbers are 2-2822 and 2-4711.

Fifteen

THE STREAMLINED EMPIRE BUILDER

There's Adventure in this Wonderland 'way out West

You'll cherish every memory of a vacation in this wonderful wilderness. Delightful memories of rustic luxury, magnificent meals at Glacier Park's hotels. Memories of real adventure cruising Glacier's sparkling lakes, thrilling to scenic mountain grandeur from open-top buses. Hiking, riding, too. Unforgettable.

Go Great Northern . . .

Your vacation fun starts when you step aboard Great Northern's Western Star. This great stream-liner stops daily at the entrances to Glacier National Park June 13 through Sept. 10.



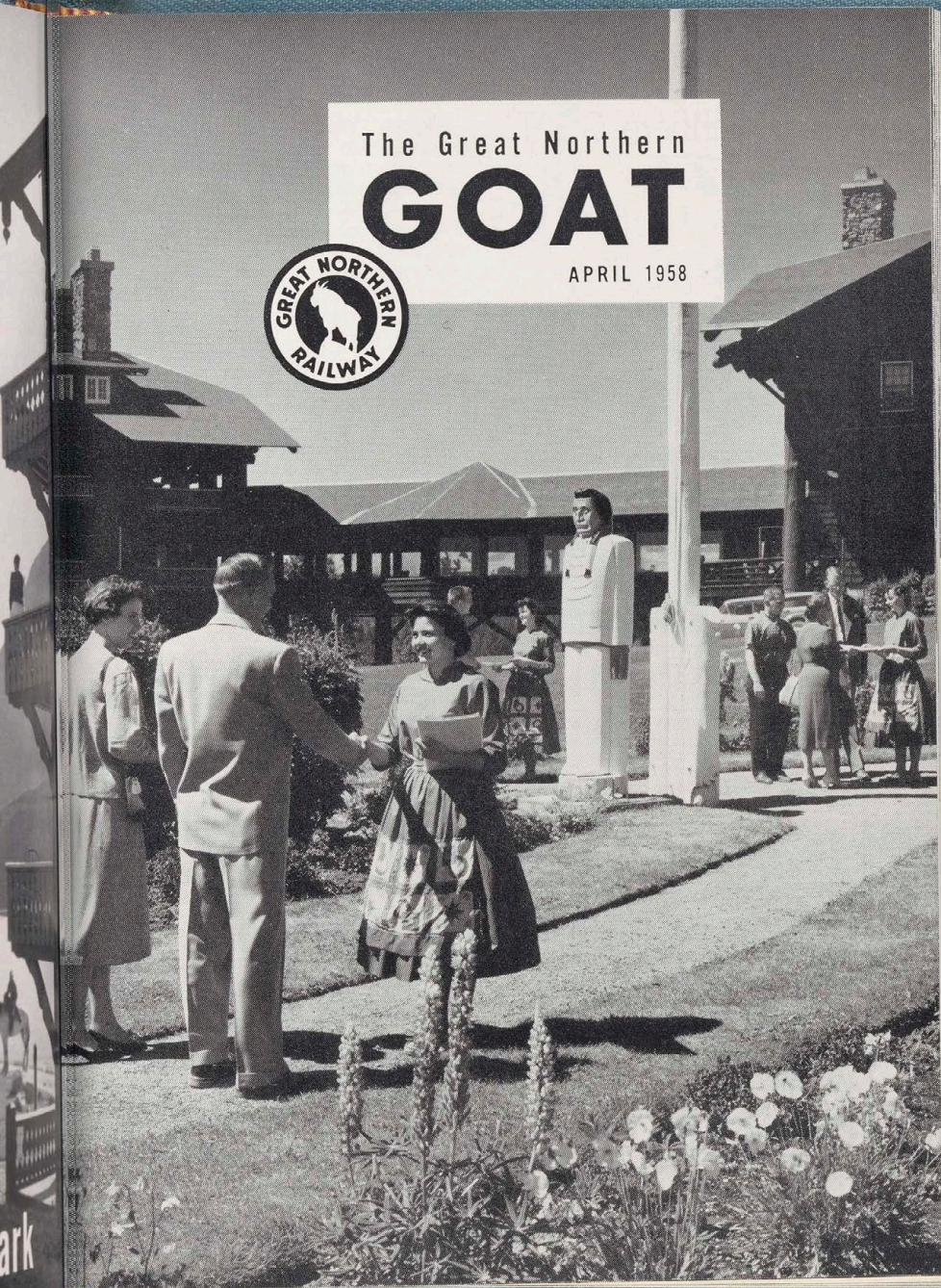
Glacier National Park

High in the rugged Rockies of Montana



The Great Northern
GOAT

APRIL 1958



The Great Northern GOAT



Vol. 28 April, 1958 No. 4

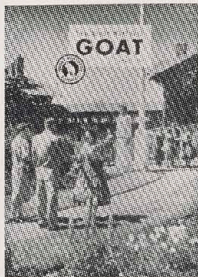
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



The warm friendliness of Western hospitality is apparent to visitors to Glacier Park Lodge, Glacier National Park in the Montana Rockies opens for the 1958 season on June 13.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Your Railroads

Fifteen Western and Midwestern railroads are cooperating in a five-year heart research program under the auspices of the University of Minnesota Laboratory of Physiological Hygiene. Included in the program will be the operation of a two-car medical research laboratory unit on wheels. This unit will visit many cities on tour, carrying research equipment and personnel directly to participating groups. The tour is expected to yield important data leading to better understanding of what causes heart disease.

The mobile laboratory, unique in America, is comprised of two converted Pullman cars, one loaned to the University by the Great Northern Railway and the other by the Rock Island Lines.

A major objective of the project, which entered full scale field operations in March, is to obtain data on whether physical activity and the tensions that go with job responsibility are factors which contribute to or delay the development of coronary heart disease.

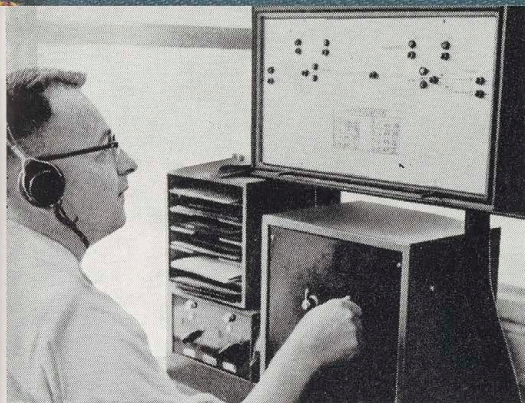
The researchers were attracted to the railroad industry by the facts of railroad employment: the tendency of railroad men to remain on one job for a long time; the easily recognized graduations of physical activity and job responsibility; and the excellent records maintained.

Two categories of middle-aged railroad workers whose jobs entail considerable responsibility will be examined—one group in sedentary capacities and the other whose assignments are productive of moderate exercise.

Participation in the study is entirely on a voluntary basis, with all records regarded as confidential. The program has been heartily endorsed by a number of railroad brotherhoods.

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Lights on this control panel indicate train and switch positions and signal aspects on Great Northern's "Million Dollar Mile" CTC installation.



From single to double track. The streamlined International, near Richmond Beach, Washington, moves off the new CTC line segment.



CTC on Great Northern's "Million Dollar Mile"

North of Seattle along Puget Sound is a segment of Great Northern Railway main line that has become known as "the million dollar mile."

It is a new section between Richmond and Edmonds replacing one where slides from mud and clay cliffs have hampered operations during rainy seasons of the year.

To by-pass this slide-plagued area, the line "went to sea," abandoning its double track operation for a single track roadbed built about 160 feet off shore at a cost approximating \$1,000,000.

To relocate the mile-long section, some 7,000 carloads or 211,000 cubic yards of rock and road ballast were used. The fill is 20 feet high, 26 feet wide at the top and 86 feet wide at the bottom. Culverts permit tidal

water to enter and leave a lagoon the fill formed on the shore side.

Because of the density of traffic in the Edmonds area where 26 to 30 trains a day normally operate, it was necessary to increase the efficiency of the single track operation by installing CTC (centralized traffic control). It is the first such installation in the Puget Sound area.

With CTC, a single operator controls main-line movement of all trains in an area with "push button" electronic equipment.

In the operator's office a panel with track diagrams indicates, by means of lights, the exact location of all trains at all times, switch positions and signal aspects. Use of CTC gives a single track section efficiency approaching that of double track.

Three

PROGRESS IS A GREAT NORTHERN HABIT

Receives Commission at NWU Transportation Center



Military and government representatives at the Second General Course of the Transportation Center at Northwestern University, Evanston, Illinois, congratulate Lieutenant Colonel Joseph J. Kennedy on receiving his permanent commission in the regular Air Force on February 27, 1958.

Colonel Kennedy is deputy director, eastern traffic region of the Military Transportation Management Agency in Pittsburgh.

Left to right in the picture are: Colonel Kennedy; Lieutenant Colonel William E. Burton, chief of commercial agreements branch, MTMA, Washington; Pasquale J. Visconte, MTMA, Washington; Richard H. Bruce, superintendent of operations, Alaska Railroad, Anchorage, Alaska, and Lieutenant Colonel Darrell H. Burnett, chief of field services division, MTMA, Washington.

Twin City-Winnipeg Educational Tours

Because of the popularity of Winnipeg, Manitoba, as a destination for group educational travel, Great Northern Railway has arranged a two-day program in the Canadian city

Four

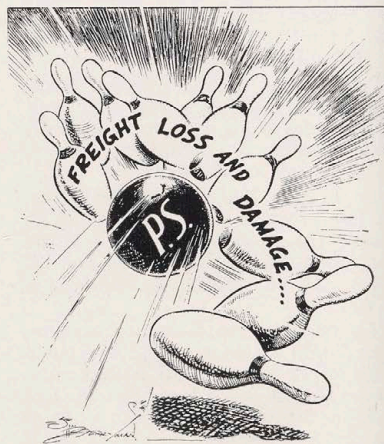
that is an outstanding bargain, especially attractive to high school groups and bands, Boy Scouts, Girl Scouts, YMCA and YWCA groups, 4-H and F.F.A. clubs.

Per person cost for the two-day-one-night program in Winnipeg for groups of 30 or more is \$10. This includes lodging in Winnipeg, two breakfasts, two dinners, comprehensive sightseeing in the greater Winnipeg area, bus transfers between the station and hotel, etc.

At the same time the railway is offering special reduced rate round trip coach fares for groups of 30 or more on its Winnipeg Limited from Minneapolis and St. Paul. The special reduced rate round trip means a saving of \$7 per person from the regular coach round trip fare. Groups are accommodated in reserved seats in modern, streamlined coaches.

Complete information may be secured by writing to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

A STRIKE FOR PERFECT SHIPPING



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Educators Travel to California Convention via Great Northern and the Pacific Northwest

Superintendents of public schools in the Twin City Metropolitan Area recently traveled on Great Northern's incomparable Empire Builder via the evergreen Pacific Northwest to the convention of the American Association of School Administrators held at San Francisco, California, March 8 through 11.

Included in the group were school superintendents from Bloomington, Edina, Hopkins, Richfield, St. Louis Park and Stillwater, all in Minnesota.

Shown left to right in the photograph above, just prior to train time at the Minneapolis Great Northern Station are: Mr. and Mrs. L. H.

Tanglen, Hopkins; Mrs. and Mr. Milton Kuhlmann, Edina; Mrs. and Mr. H. R. Enestvedt, St. Louis Park; Mr. and Mrs. Harry Rumpel, Richfield; Mrs. and Mr. Hubert Olson, Bloomington; Mrs. and Mr. E. A. Peterson, Edina. Not shown are Mr. and Mrs. Earl Vitalis of Stillwater who boarded the Empire Builder at St. Paul.

Travel to the 180 areas administered by the National Park Service broke all records in 1957. Visits totaled 59,300,000, an 8 per cent increase over the 55,000,000 reported in the preceding year.

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Edward A. Hummel Named Glacier Superintendent



Mr. Edward A. Hummel, newly-appointed superintendent of Glacier National Park, leaves the Empire Builder at Whitefish, Montana.

Edward A. Hummel, Superintendent of Great Smoky Mountains National Park in Tennessee, has been named Superintendent of Glacier National Park in Montana. He succeeds long-time Glacier Superintendent John W. Emmert, who retired on March 28.

Mr. Hummel is a native of Gackle, North Dakota, and has been with the National Park Service since his college days. He holds a BA degree from North Dakota State Teachers' College; an MA from the University of Colorado, and did graduate work at the University of Minnesota.

From 1935 until 1942 he served as Regional Historian in the National Park Service in the Region Two Office, Omaha. He was transferred to the position of Superintendent of Fredericksburg and Spotsylvania County Battlefields National Memorial Historical Parks, where he served until 1946 when he again transferred to Colonial National Historical Park, as Superintendent.

Mr. Hummel has been Superintendent of Great Smoky Mountains National Park since November of 1952.

Six

Lei Day in Hawaii

Even May Day undergoes a transformation in Hawaii and emerges as unique Lei Day, the only celebration of its kind in the world.

Lei Day is an active ode to Hawaii's flower lei. And since the lei is the tropical symbol of good-fellowship and aloha, Lei Day has a special significance as a day of world friendship, beauty and the earth's generosity.

Each of the islands has its own pageant and its own Lei Day Queen and her court. This year's celebration in Honolulu will be centered around the Waikiki Shell in Kapiolani Park. A magnificent display of prize-aspiring leis will be held in or near the Shell, and prizes will be given for the most original lei and the most beautiful, with all the islands competing.

An early evening Lei Day program is planned at the Waikiki Shell with a formal presentation of the Lei Day Queen and her court, pageantry, hula dancing and songs. Some of the old instruments of ancient Polynesia, as well as a large modern Hawaiian orchestra, will fill the spring air with music.

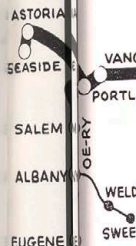
It is a day above all others that looks exactly the way Hawaii should. The clerk in the store who serves you, the waitress who brings you your food, the bank teller who cashes your check, all wear lei and aloha shirts or muumuuus.

Great Dome Lounge Patrons Like New Canape Service

Proving popular with the traveling public is the serving of complimentary canapes in the Great Dome lounge car of the incomparable Empire Builder, introduced recently.

This service is provided daily from 3 to 5 PM, except on train 32 leaving Seattle where service is from 3:30 to 5:30 PM.

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Left to right at SP&S Golden Anniversary luncheon celebration are: Mr. Budd; SP&S vice president Lewis W. Albertson; Mr. Macfarlane; Portland Rose Festival Queen Alice.

Below: Map of the 945-mile Spokane, Portland & Seattle Railway System.



SPokane
Portland
AND
Seattle Ry.



SP&S Observes Golden Anniversary

On Wednesday, March 11, 1908, some 500 persons gathered at Sheridan's Point in Washington, on the North Bank of the Columbia River, 40 miles east of Vancouver, to witness a historic event. The occasion was the driving of a golden spike, signifying completion of the rail line between Vancouver and Pasco, and marking the beginning of the Spokane, Portland and Seattle Railway System, "The North Bank Road."

Sheridan's Point was where the famed Civil War general Philip Sheridan, then a lieutenant, commanded an army garrison during the uprisings of the Klickitat and Yakima Indians in 1856. This was also the location of one of Lewis and Clark's camps on their famed trek west in 1805.

A civic luncheon, commemorating the golden anniversary of the historic

occasion was held in Portland, Oregon, SP&S headquarters city, on March 10, 1958. The affair was sponsored by the Portland Chamber of Commerce and the main speakers were Great Northern President John M. Budd, and Northern Pacific President Robert S. Macfarlane.

The Spokane, Portland and Seattle System is a subsidiary of the Great Northern and Northern Pacific Railways. Heads of the two lines rotate each year as president and vice president of the SP&S, with Mr. Budd currently serving as president.

The Spokane, Seattle & Portland Railway, combined with the Oregon Trunk Railway and the Oregon Electric Railway today operates 945 miles of main and branch line trackage serving the heart of a great lumbering, agricultural and industrial region.

Seven

THE STREAMLINED INTERNATIONALS

These buffalo (bison), part of one of the last great herds, roam the range in Montana's dude ranch country.

Riders ford a mountain stream. Back country trips are popular with dude ranch guests.



A WESTERN RANCH VATION

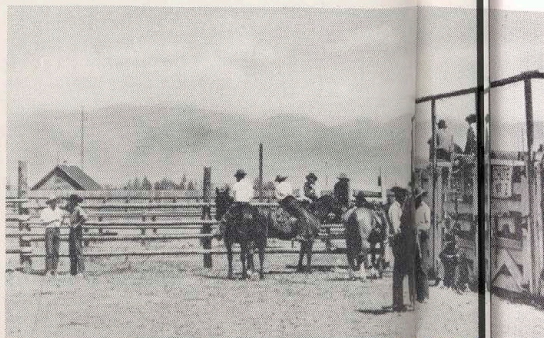
In the States of Montana, Idaho, Washington and Oregon, and in the Canadian Provinces of British Columbia and Alberta—territory served by Great Northern Railway—are scores of dude ranches and other fine Western resorts.

When used in connection with a ranch, nothing disrespectful is intended by use of the word "dude." It is simply a Western term meaning "visitor from outside," just as "savage" means the rancher, his cowboys and all the rest of his business associates.

More often than not, a Western ranch is a working establishment of considerable acreage devoted to the

(Continued on page 10)

Local rodeos are part of the entertainment program at many ranches and resorts.



Cowboys to their Western ranches.



RANCH LIFE IS AN INVITATION TO ADVENTURE

Montana, Idaho,
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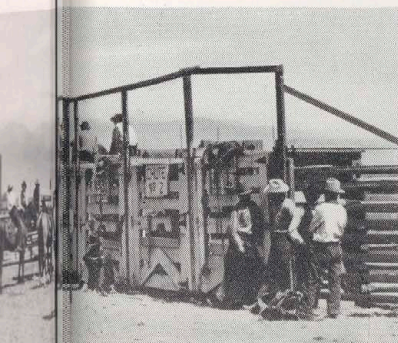
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entertainment program



Most dudes, even the tenderfoot variety, find mountain trails hard to resist.

Cowboys do their best to entertain dudes at Western ranches.



Picturesque ghost towns, standing deserted in historic mining areas, hold an irresistible lure for Western visitors.

WESTERN RANCH VACATIONS—Continued

raising of livestock, products of agriculture, hay, poultry, etc., and employing experienced Western men and women.

A ranch is usually the home of the owner and his family and is operated by them. Ranch operators who cater to dudes take pride in the welfare of their guests and in providing the best in accommodations, meals, saddle horses and the numerous activities that his particular spread can furnish. He assumes that his guests have come West for the purpose of experiencing the same type of life he leads, both from the recreational angle and for the pleasure of living in a beautiful country.

In recent years the demand for accommodations on ranches has resulted in this becoming a major operation involving a heavy outlay by the owner, and the industry today is thoroughly organized and directed by competent executives who recognize the standards and types of service expected and see that guests get it. Yet each individual operator maintains his status as a rancher and reserves the right to accept or reject prospective guests at what is basically his home.

In addition to the bona fide ranches, there are also attractive mountain lodges and resorts. Then, too, there are other operators who specialize in supplying pack outfits for fishing and hunting trips. Certain ranches specialize as summer camps for teen agers. Because of their Western locations, these all come under the general designation of ranches. Therefore, a prospective guest should make plain to his travel consultant exactly the type of Western vacation he desires.

The keynote of ranch life is simplicity of living, an existence that takes the guest entirely away from the tension, drive and worry of city life. There's an abundance of wholesome, tasty food and comfortable quarters;

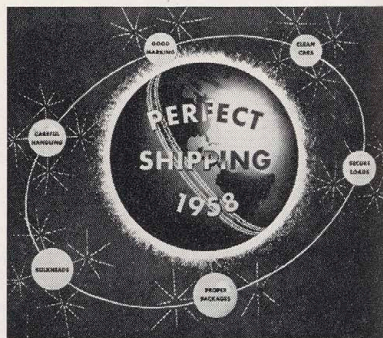
good horses, equipment and reliable help. There's beautiful country and congenial people; informal entertainment and plenty of relaxation. The "tired business man" and the teen ager can have an equally worthwhile and thoroughly enjoyable vacation in the West. There's activity and leisure in any proportion desired.

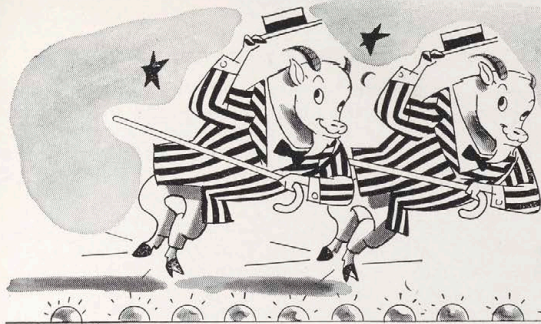
Activity-wise, there are trails for riding and hiking and mountains to climb. Streams and lakes in which to fish. Places of scenic and historic interest to visit. Local rodeos. Primitive country abounding with wildlife. Some ranches have swimming pools, trapshooting, archery ranges, etc. There are moonlight rides, steak fries and barbecues, community dances and games of all kinds.

Several of the Montana ranches located in the vicinity of Glacier National Park include trips into the Park as part of their regular programs. A million acres of unspoiled wilderness, Glacier often has been referred to as the "greatest dude ranch of them all."

Most ranches provide a moderate rate schedule based on the particular type of accommodation desired, size of family or party, and length of stay. This is usually by the week and includes saddle horse, wrangler service, picnics, steak fries, etc., music, and

(Concluded on page 12)





Goat Gaieties

Stripped Down Economy Model

A man walked into a drug store and took a seat at the lunch counter. "Give me a ham sandwich," he ordered.

"A what?"

"A ham sandwich."

"Ham sandwich isn't on the menu, but I can give you a sandwich with ham in it—like a midnight special."

"What's a midnight special?"

"A triple decker with ham, cheese, tongue, bologna, tomato, lettuce, onion, pickle, mayonnaise, on raisin bread, toasted, with cole slaw on the side."

"Look, do you have any ham?"

"Yes, sir!"

"Could you place a piece of ham between two slices of white bread and serve it to me on a plate?"

"Why, sure!"

Then, turning and addressing a soda-jerker, he sang out: "One midnight special. Make it one deck. Hold the cheese, tongue, bologna, tomato, lettuce, onion, pickle, mayonnaise and cole slaw, and make the raisin bread white, untoasted."

* * *

Unexpected Development

"Listen, Captain," said the perspiring police officer, "we've been giving that ventriloquist the third degree for an hour and a half; and a plain-clothesman, three cops and a detective have confessed to the crime—shall we go on?"

Don't Try

Psychiatrists say it's not good for a man to keep too much to himself. The Department of Internal Revenue says the same thing.

* * *

Whoops!

"What happened to that dopey blonde your husband used to run around with?"

"I dyed my hair."

* * *

The Regular Kind

"Is your husband a bookworm?"

"No, just an ordinary one."

* * *

Just Before the Battle

"Don't bother your mother, son, she's spent all day over a hot telephone."

* * *

Rung by Rung

"Getting ahead in this world is a great struggle," the businessman advised a high school student. "As a boy, I began at the bottom. I slaved, planned and perspired climbing the ladder of life rung by rung."

"Now you are a big success," the youth commented.

"Well, no," the businessman answered frankly, "but I'm certainly getting good at climbing ladders."

* * *

Taxing

Then there was the girl they called "Income Tax" because she had such a staggering figure.

Eleven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

500,000 Miles by Rail



Carol Ann Caverly, one of the stars of the 1958 Shipstads and Johnson Ice Follies.

The three partners who own and produce the Ice Follies, Eddie Shipstad, Oscar Johnson and Roy Shipstad, estimate they have spent half of their lives on trains.

This is the 22nd annual tour for the Shipstads and Johnson Ice Follies and since its inception the show has traveled considerably better than a half million miles by rail.

It is estimated that the Ice Follies hits better than 20,000 miles per season in reaching 23 cities of the United States and Canada.

The show boasts its own 16-car special train, complete with sleeping car, dining car and lounge.

It was back in 1936 that the Shipstads and Johnson Ice Follies opened its first tour. Since that time approximately forty-two million fans have seen the fabulous Ice Follies.

During the period April 2 through 20, the show is playing at the Arena in Minneapolis, Minnesota.

Twelve

RANCH VACATIONS—Concluded

the general activities of the day. Transportation from and to the nearest Great Northern station often is included in the regular rate. There are few if any extras, which carries appeal to parents with large families.

Spring, summer or fall, each season has its own appeal in the West. "Off season" rates are especially moderate, and are usually in effect prior to June 15 and after September 15, delightful times to be in the West.

Pack trips, fishing expeditions, big game hunting trips are provided for on most ranches, but should be arranged for ahead of time. Such trips usually come under a separate rate schedule.

Information concerning the dude ranches and resorts served by Great Northern streamliners Empire Builder and Western Star can be secured from any of the railway's passenger representatives or may be obtained by writing to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Seattle—Portland Pool Line Service

Effective with Train 402 from Seattle, April 13, and Train 401 from Portland, April 14, Great Northern will take over operation of these pool trains between Seattle, Washington, and Portland, Oregon.

These daily trains will operate to and from King Street Station at Seattle and Union Depot at Portland on a new schedule providing later departure and earlier arrival at Seattle and Portland.

Northbound Train 401 will leave Portland 11:59 PM and arrive Seattle 6:00 AM. Southbound Train 402 will leave Seattle 11:59 PM and arrive Portland 6:05 AM.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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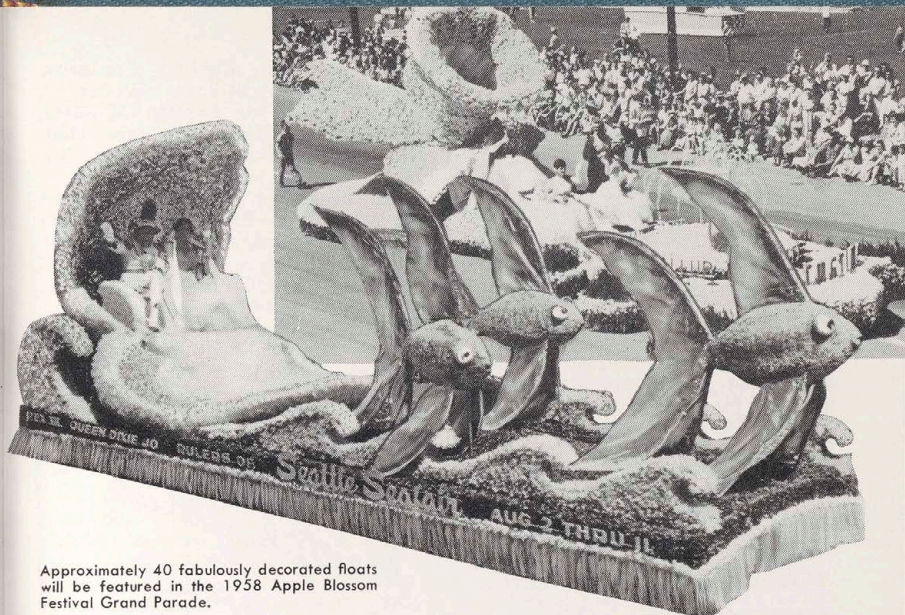
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TRAVEL



Approximately 40 fabulously decorated floats will be featured in the 1958 Apple Blossom Festival Grand Parade.

Apple Blossom Time in Washington

Wenatchee, Washington, is known not only for its title, "Apple Capital of the World" but also for the Washington State Apple Blossom Festival that is held each year the first weekend in May. Hundreds of acres of apple orchards transform the Wenatchee Valley into a beautiful fragrant garden in the spring and the Festival salutes the state's apple industry with an average crop of more than 30% of the apples grown in the United States. More apples are shipped out of Wenatchee than out of any other city in the world, and the bulk of them are shipped, by the thousands of carloads annually, by Great Northern Railway.

The gala three-day celebration, to be held May 1, 2 and 3 this year, has the distinction of being the first and largest Apple Blossom Festival in the United States. The festivities include

a spectacular two-hour-long Grand Parade in which communities from all over the Northwest, including British Columbia, participate. The Parade, which will be viewed by approximately 100,000 persons, includes the Northwest's finest marching bands and about 40 fabulously decorated floats. A queen and two princesses, selected from the senior class at Wenatchee High School, are the official hostesses. Queen Ann Albertson will be crowned Friday evening, May 2, at the thrilling "Coronation Under the Stars" ceremonies.

The Sixth Annual Exposition will be open the three days and represents products and resources of the State of Washington: agriculture, industry, power and recreation. A School Parade on the morning of May 2 presents over 4,000 youngsters in

(Concluded on page 14)

Thirteen

THE INCOMPARABLE EMPIRE BUILDER

Sunday School Week

The 14th annual National Sunday School Week observance, sponsored by the Laymen's National Committee, will be April 14 through 20.

From former times to today's classes in modern religious education for both children and parents, the American Sunday School has come to stand as an institution dedicated to Faith and Freedom, and one aimed to instill the fundamental respect for what is right.

We live in a troubled world, a world that shows an alarming increase in juvenile crime and violence. Where better than in our Sunday Schools can Bible readings and God's word be taught—teachings that lay the necessary foundation that will remain with us all of our lives.

Passenger Associations Announce New Officers



Mr. Baker

The Philadelphia Passenger Association recently elected John O. Baker of American Express as president of the organization for 1958. Assisting Baker will be first vice president Arthur R. Kruse, Burlington Lines, and second vice president Frank M. Lauer, Pennsylvania Railroad.

Elected secretary was Ronald E. Phelps of the Canadian Pacific. Maynard F. Sanders, Santa Fe, will act as treasurer. Albert E. Rohmer, Great Northern, was re-elected historian.

Newly elected officers of the Passenger Traffic Association of New York are: Albert H. Bryant, director of transportation, CBS Television, president; George Lutz, The Texas Company, first vice president; John

Drennan, U.S. Rubber Company, second vice president; Walter J. Brown, Board of Foreign Missions, Presbyterian Church, treasurer; Daniel V. Foley, Navy Department, 3rd Naval District, secretary.

At the recent election meeting of the Pittsburgh Passenger Club, the following officers were named: G. S. Holland, Pullman Company, president; J. T. McCormack, Santa Fe, first vice president; G. R. Surls, Crucible Steel, second vice president; M. F. Snyder, Pullman Company, secretary-treasurer.

*Fight
Mental Illness*



Mental Health Week

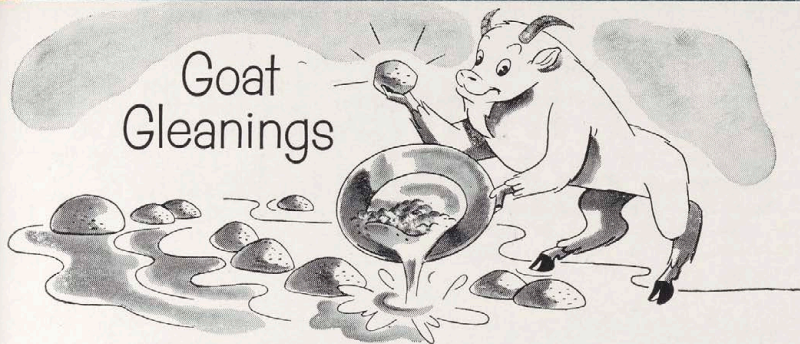
APRIL 27—MAY 3

APPLE BLOSSOMS—Conclusion

imaginative costumes. A Horse Show and exciting Rodeo Buckorama are scheduled for May 2 and 3. Included in the indoor and outdoor entertainment program are two Royal Balls and a Teen-Age Ball, a band jambo-ree, a "Follies" show and a carnival—entertainment for every member of the family.

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Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1958, are: Gottfried Aeschbacher, engineer, St. Paul, Minn.; Nellie M. Bouffard, coach cleaner, Butte, Mont.; Raymond H. Engfer, clerk, St. Paul, Minn.; Sylvan R. Firman, clerk, Grand Rapids, Minn.; George Hill, section foreman, Mount Vernon, Wash.; Earl Junninen, engineer, Superior, Wis.; Patrick H. Kieilty, conductor, Willmar, Minn.; F. Ruth McDivitt, telephone switchboard operator, Minneapolis, Minn.; Peter P. Spengler, engineer, St. Paul, Minn.; John A. Sinks, custodian of records, St. Paul, Minn.; Frank K. Watanabe, section foreman, Seattle Wash.; Claus F. Youngdahl, boilermaker, Sioux City, Iowa.

Members reported pensioned during March, 1958, are: Arthur E. Beckstrom, painter, St. Paul, Minn.; Earl L. Bean, clerk, Kelly Lake, Minn.; John S. Dennis, engineer, Wenatchee, Wash.; Lloyd J. Gilmore, general roadmaster, Spokane, Wash.; Harold H. Gaustad, B & B foreman, Crookston, Minn.; Harry C. Hutchison, brakeman, Grand Forks, N. D.; Birger Hemstad, supervisor of B & B, Willmar, Minn.; Marshall R. Jones, switchman, Minneapolis, Minn.; Albin G. Johnson, conductor, Willmar, Minn.; Glenn L. Lingle, conductor, Grand Forks, N. D.; Frank H. Macdonell, wage and schedule supervisor,

St. Paul, Minn.; Martin J. Muckerheide, switch foreman, Minneapolis, Minn.; Earl J. Noonan, chief clerk, Western Fruit Express, St. Paul, Minn.; Lars Ogland, track inspector, Hills, Minn.; Walter J. Pryor, conductor, St. Cloud, Minn.; Oscar L. Rosenberg, B & B foreman, Williston, N. D.; Alfred P. Robersen, mechanical inspector, St. Paul, Minn.; Basil Rice, boiler maker, Grand Forks, N. D.; Louis L. Sorenson, switch foreman, Superior, Wis.; Arthur L. Sturmer, engineer, Willmar, Minn.; Reynold J. Truzinski, engineer, St. Cloud, Minn.; Lee W. Van Artsdale, traveling auditor, Whitefish, Montana.

* * *

The list of deceased members of the Great Northern Veterans' Association received for publication in the February GOAT included the name of Andrew Clifford, retired engineer of Great Falls, Montana. This is in error. Mr. Clifford presently resides in Los Angeles.

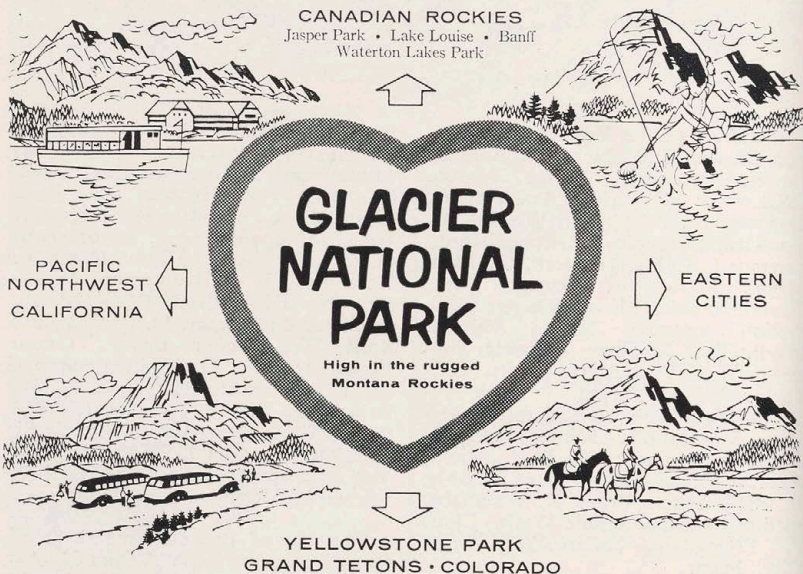
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The second National Railroad Apprenticeship Conference will be held at the Statler-Hilton Hotel, St. Louis, Missouri, July 16-18, 1958. The Conference was established to create opportunities for both management and labor in the railroad industry to discuss ideas and methods for the improvement of training offered the skilled craftsmen within the industry.

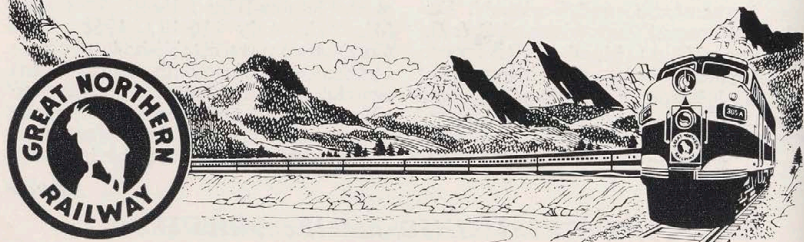
Fifteen

THE STREAMLINED EMPIRE BUILDER

Start in the HEART of vacationland!



Vacationers get off to a great start in Montana's Glacier National Park in the heart of summer vacationlands. And Glacier is most convenient to other vacation areas: to the Pacific Northwest and California; to the great cities and scenic areas of the midwest and east; to the Canadian Rockies; to Yellowstone, the Grand Tetons and Colorado. Great Northern's streamlined Western Star stops daily eastbound and westbound at both Glacier Park entrances June 13 through September 10.



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The Great Northern

GOAT

MAY 1958



The Great Northern GOAT



Vol. 28 May, 1958 No. 5

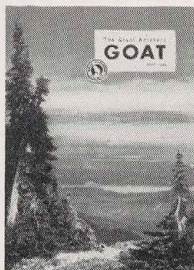
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



A stupendous view of the Puget Sound country. It was taken from a vantage point a mile high on the Olympic Mountains looking toward Hood Canal, Hartstine Island and Mount Rainier.

Two

Your Railroads

A nation as basically prosperous as ours seems to be able to suffer more than a few economic invalids within its midst and still go bowling along. As an example, the coal industry was in straits for years, notwithstanding a booming general prosperity.

The position of the railroads, however, is a little more crucial. They are vital to our economic circulatory system. They carry half the country's freight.

Despite the inroads of subsidized and less-regulated competition, nothing has happened to change the fact that the railroads are the cheapest means of handling bulk freight, except possibly for the waterways which provide only limited services.

In wartime this fundamental characteristic makes the railroads of life and death importance. From 1940 to 1944, for instance, they doubled the freight tonnage they carried. In another war their burdens would be even heavier.

Most specialists are agreed that the present plight of the railroads is because of the rigid grip of vastly outdated regulatory laws, particularly as they relate to ratemaking, maintenance of service, and tax burdens.

Discriminated against and with earnings shaky, the rails cannot attract new investment money and cannot finance improvements out of profits. Yet, the more their equipment ages and deteriorates, the worse their competitive position becomes.

Congress holds the answer but appears disinclined to move. It will act only if an aroused public gives it a push. Evidently that can happen only if the American citizenry can be made to understand how serious it is in peacetime, and how perilous it would be in war, to try to sustain indefinitely a nation whose great rail system is anemic and withering.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



The Minnesota Centennial Train crosses Great Northern's Stone Arch Bridge over the Mississippi River at Minneapolis.

Minnesota's Centennial Commemorative Stamp will go on sale May 11.

Minnesota's Centennial of Statehood

Glorious News! Minnesota Admitted! Thus the headlines of a St. Paul newspaper one hundred years ago announced the admission of Minnesota to the Union as the 32nd state. The Bill of Admission was signed by President James Buchanan on May 11, 1858. The news reached St. Paul on the 13th, rather speedy transmission for the time.

State centennials traditionally are celebrated with significant and spectacular programs in recognition of the historic importance of the occasion. Minnesota's Centennial is no exception. Thousands of its citizens in hundreds of communities have planned and organized special observances

throughout the state for the whole year of 1958.

It is significant that May 11, Statehood Day, falls on Sunday for this will be a day of dedication—dedication to the past and to the future. National figures, including the President of the United States will participate in day-long activities. The many other events planned for Statehood Day include a program in University of Minnesota Stadium in Minneapolis presenting famous Minnesotans in every walk of life who will speak on the state's next century. Entertainment will be provided by Minnesota-born stars of stage, radio, the motion pictures and TV.

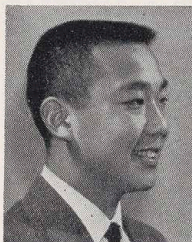
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Three

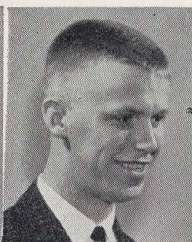
PROGRESS IS A GREAT NORTHERN HABIT

RAVEL

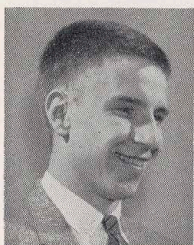
GN Scholarships for 1958



Mr. Kawabori



Mr. Grabowski



Mr. Johnson

Three high school seniors in three states have been named as winners of \$3,000 college scholarships awarded annually by the Great Northern Railway to sons of its employees.

The railway's scholarship selection committee, comprised of Twin Cities business, labor and education leaders, has announced these winners:

Isamu Kawabori, Lewis and Clark High School, Spokane, Washington. Isamu's father, Mr. Jintaro Kawabori, is a railway laborer.

Michael V. Grabowski, Wahpeton High School, Wahpeton, North Dakota. Michael's stepfather, Mr. Lloyd Johnson, is a section foreman.

Scott W. Johnson, Marshall High School, Minneapolis, Minnesota. Scott's father, Mr. Clark Johnson, is chief clerk to the railway's traffic vice president.

All three award winners not only have outstanding scholastic records but are leaders in a wide variety of activities in their high schools. The scholarships allow them their own choice of college or university, and are valued at \$750 per year for four years. Winners also receive summer-time employment on the railway.

Four

MINNESOTA CENTENNIAL Conclusion

The St. Paul Festival of Nations will be held during Statehood Week.

Officiating at the opening of this great event will be members of European royalty and officials of state of many of the countries represented in the festival.

Minnesota's Centennial Commemorative Stamp will go on sale May 11. Design of the stamp is from an original wash drawing, a composite, based on numerous photographs of Minnesota lakes.

Emphasis is placed on the unusual branches of the Norway pine, the state tree, lakes and points, and low rolling hills. For the benefit of philatelists, the 3¢ stamp measures 0.84x 1.44 inches, arranged horizontally, and is printed in green on the rotary press, electric-eye perforated, and issued in sheets of 50. The initial printing is 120 million.

During the spring and summer a nine-car Centennial train containing elaborate historical, industrial, educational and other exhibits will visit 100 towns and cities throughout the state. The equipment was converted to Centennial use in the St. Paul shops of Great Northern Railway.

There's much more. An orchestral festival; art and architectural traveling exhibits; a showboat on the Mississippi; many Centennial sports contests including the National Intercollegiate Hockey tournament, the National All-Star Bowling meet, National Junior Golf Tourney, and World Softball Tournament.

Later on in the summer, the Minnesota State Fair, the World's largest state fair, will celebrate its own 100th birthday along with the state. Centennial will be the theme of the 1958 fair with many historical exhibits and programs scheduled. One of the features will be a re-creation of the first state fair 100 years ago.

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Lovely Alice Eastman reigned over Portland as Queen of Rosaria in 1957.

One of the highlights of the week will be the Grand Floral Parade on June 14.

Portland Rose Festival—The 50th Golden Year

This is the year to see the Rose Festival in Portland, Oregon.

Long famous as one of the nation's most lavish civic fetes, the Rose Festival, celebrating its 50th Anniversary June 11 through 15, will top all previous efforts in scope and spectacle.

Biggest innovation is the newly created Festival Center in the 15 elm-shaded Park Blocks which stretch southward from the heart of the business district. A variety of displays, shows, contests and other activities, all previously scattered throughout the city, will be concentrated in these Park Blocks for the entire week of the Rose Festival.

The city-sponsored "Art Festival", the Junior Chamber of Commerce "Chuck Wagon Feed", Garden Club Exhibits, Variety Shows, Midway

Rides, Street Dances and similar attractions will be booked at the new "Center."

The entire Rose Festival program has been revitalized and expanded for the Golden Anniversary celebration. Businessmen have doubled their financial support so that more and better events could be staged. The number of volunteer workers, normally around 3,000, has been doubled.

Highlight of the week will be the Grand Floral Parade, scheduled Saturday, June 14. The theme, "50 Golden Years," will be portrayed by fifty flower-covered floats, each depicting one year from the past half-century, thus creating a spectacular review of 50 years' history in flowers.

An outstanding attraction booked for the two night shows at Multnomah

(Concluded on Page 6)

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

World Fair Visitors See American Railroad Film

"Big Trains Rolling," a color film produced by the Association of American Railroads, has been selected by the National Broadcasting Company for closed circuit telecasting as a part of the American Pavilion program at the Brussels World Fair, which opened April 17 and runs through October 19.

This is the first world fair since the New York World Fair 19 years ago. It is the largest international exposition in history. Forty nations are participating, and during the six-month period, 35,000,000 to 40,000,000 visitors are expected.

The film "Big Trains Rolling" will be seen by many audiences during the fair. It takes two young people on their first over-night train trip and features services performed by the American railroads in meeting the needs of agriculture, industry, commerce and the general public. It runs about 25 minutes and is in sound as well as in color.

LET 'EM HAVE BOTH BARRELS !



Six

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

PORTLAND ROSE FESTIVAL Conclusion

Stadium is the joint appearance by the Purdue University Varsity Glee Club and the unique Indiana Home Demonstration Chorus, a state-wide organization of some 3,000 members, which limits its outside appearances to one per year.

Other traditional events of Festival Week include the majestic and colorful Coronation Ceremony, the novel Junior Rose Festival Parade, the annual Rose Show, the Golden Rose Ski Tournament at Mount Hood, and the Marine Day activities on the Willamette River.

The Rose Festival was originally staged in conjunction with the annual Rose Show, sponsored for the past 70 years by the Portland Rose Society, oldest and largest rose society in the nation. Although the first Floral Parade was held in 1906, the 50th Anniversary celebration has been delayed two years because the Festival was called off in 1918, during World War 1, and again in 1926.

National Defense Transportation Day

The National Defense Transportation Association announced that National Defense Transportation Day, established by Congress and by proclamation of the President, will be observed this year on May 16, preceding by one day the observance of Armed Forces Day on May 17.

A publication of the Department of Defense entitled "Armed Forces Day 1958" notes that National Defense Transportation Day "is a co-operative effort supporting and complementing the Armed Forces Day Program, and will have as its theme, 'The Part We Play in Our Common Defense.'"

Both days will be celebrated as part of Armed Forces Week, the theme of which is to be "Power for Peace."

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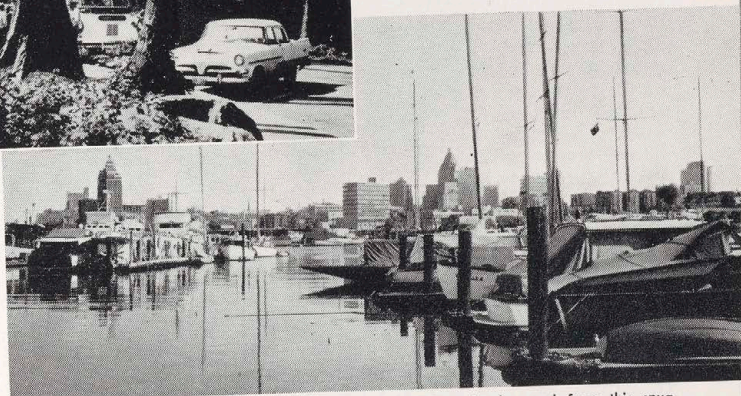
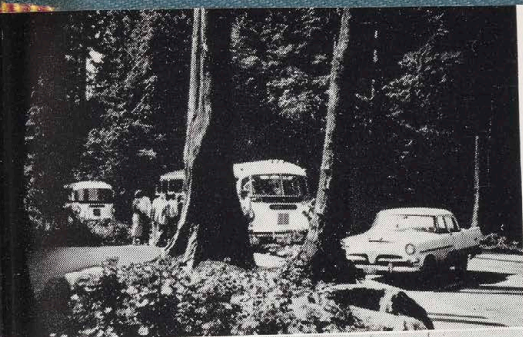
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NORTHERN

Visitors to Vancouver's International Festival will want to tour the interesting, historic city and picturesque surrounding area. Here, Gray Line buses pause in beautiful Stanley Park.



Vancouver's impressive downtown skyline provides a striking background from this snug pleasure-boat harbor.

An International Festival Takes Shape

On July 19 in a Canadian city more renowned for its spectacular natural setting than for its antiquity, the curtain will rise on an International Festival of the Arts comparing favorably with the great festivals of such ancient cities as Edinburgh, Cannes and Salzburg.

Not since the exciting development of Ontario's Stratford Shakespearean Festival has anything quite as important appeared on Canada's cultural horizon. The event is the first annual Vancouver (British Columbia) International Festival, a four week festival of concerts, opera, drama, dance and films that will draw on the best talent of seven countries.

Visitors to Vancouver in July and August will witness the birth of a Festival City in an area that up until now has depended mainly on its panorama of mountains, lakes and rivers to attract travelers. Commenc-

ing on July 19 and continuing to August 16, Canada's third largest city will play host to some of the greatest stars and theatre names of the world. Added atmosphere will be supplied by the color and excitement of the British Columbia Centennial celebrations.

Vancouver's major theatres will become the scene for such important productions as "Don Giovanni" starring the Metropolitan's George London in company with other stars. Dr. Gunther Rennert, famed for his productions of opera in Europe and Great Britain will come to North America for the first time to direct this production.

An International Film Festival will exhibit more than 80 films sent from a score of countries.

The performance of a specially-commissioned three-act play by Lister

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Seven

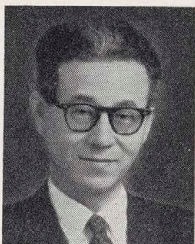
THE STREAMLINED INTERNATIONALS

Great Northern Visitor

Mr. Lee Deuk Yong of Pusan, Korea, was a recent visitor to Great Northern Railway headquarters at St. Paul, Minnesota.

Chief of the Traffic Section, Pusan Regional Bureau, Korean National Railroad, Mr. Lee is one of a group of Korean rail officials who are in the United States studying American railway operations at Great Northern and other lines.

While at Great Northern, Mr. Lee traveled between Seattle and St. Paul aboard the great dome Empire Builder. During the past several weeks he has spent time at various Great Northern shops, offices and other facilities including Gavin Yard at Minot, North Dakota, and the huge Alouez iron ore docks at Superior, Wisconsin.



Mr. Lee

INTERNATIONAL FESTIVAL—Conclusion

Sinclair, "The World of the Wonderful Dark," will be directed by Douglas Seale, one of Britain's leading producers.

The Vancouver Festival Orchestra will play a series of symphony concerts under the batons of Bruno Walter, William Steinberg and Irwin Hoffman. Soloists will be outstanding.

A Festival Quartet, comprising Victor Babin, Szymon Goldberg, William Primrose and Nicolai Graudan will give three concerts.

One of the outstanding events will be presentation of the world renowned pantomist, Marcel Marceau, and his troupe.

From the Orient will come the National Dancers of Ceylon, appearing for the first time in North America.

Eight

Prominent in Festival plans is a series of Jazz Concerts featuring leading personalities in the field—Dizzy Gillespie, Oscar Peterson and Jack Teagarden.

Fast, convenient and comfortable three-times-a-day service between Vancouver and Seattle is provided by Great Northern's streamlined Internationals.

Summer School in Hawaii

More than 1,000 U.S. college students are expected to converge on Honolulu in June for the annual six-week summer session at the University of Hawaii.

These students will combine an unforgettable summer vacation with the pleasant task of picking up extra college credits in an atmosphere of palms and surf.

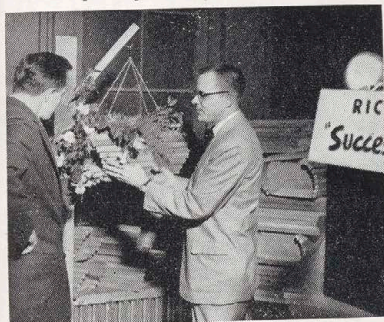
Outstanding educators from throughout the world supplement the regular faculty as visiting professors for the summer courses. They offer instruction in 215 separate courses in 39 fields.

Because of Hawaii's location midway between the Orient and the West, the emphasis at the university is on Polynesian and Oriental art, culture, history, religion and politics. Some of the courses to be offered at the session beginning June 24 include Applied Arts of China, Indian and Far Eastern Art, Arts of the Pacific, Chinese Literature, Literature of the Pacific, Geography of India and Pakistan, Hawaiian History, Japanese Language, and History and Theory of Japanese Music.

The University of Hawaii campus, often called the Rainbow campus, is not far from Waikiki Beach.

During the summer months the beach is dotted with students clad in bathing suits and loaded with textbooks. They combine sunbathing with the pursuit of knowledge.

GN Junior Achievement Company Featured on TV



The Great Northern-sponsored "Plan-All Products Company," a Junior Achievement enterprise in Seattle, received television promotion of its product on a recent showing of the Richfield Oil Company's "Success Story." The half-hour weekly live television show salutes industries of the Pacific Northwest.

Shown above "on camera" inspecting cedar planter boxes manufactured by Plant-All are Scott Easton, left, program narrator, and Leslie C. Eckenbeck, Junior Achievement director.

During the broadcasts Plant-All officers were shown conducting a board meeting and other employees were pictured in action on the assembly line.

Portland Narrow Gauge

Probably the newest railroad in America is the narrow gauge line, the Portland Zoo Railway Company, a division of the Portland, Oregon, Zoological Society. Formal opening and operation of the railroad and certain other portions of the new zoo are scheduled for June 8 and 9, 1958.

Plans call for a complete railway organization including a full executive staff to operate the two-and-one-half mile, 30-inch gauge passenger road.

The Portland Zoo Railway Company will boast a real 24-foot long diesel locomotive; dome cars, spur track, electric signal system, radio, TV and telegraph systems, tickets, viaducts, hand car, etc., everything one would find on a full size operation.

Perhaps no railroad in the country (including the Lancaster and Chester) can point to a more talented or more widely known staff of officers. Chairman of the board is Portland author Stewart Holbrook. President is John H. Jones, manager, Northern Pacific Terminal Company. Other directors include United States Senator Richard L. Neuberger, author and rail fan, and Edward M. Miller, assistant managing editor of the Portland Oregonian.

Representation on the executive staff also includes personnel from the various railroads that serve Portland. From Great Northern are: C. M. Rasmussen, general manager, lines West, who is vice president-public relations; A. W. Gusey, general agent, passenger department, who is director of service; E. J. Gardner, trainmaster, who holds the same position on the PZR, and Blanche F. Prohaska, trainmaster's clerk, who is assistant secretary.

Lurline Christmas Cruise

The Matson Line's flagship Lurline will repeat her successful 1957 12-day Christmas cruise to Acapulco, Mexico, next December.

The Lurline will sail from San Francisco December 22, stop at Los Angeles the next day and arrive at Acapulco December 27. The ship will serve as a "hotel" for the passengers during the two-day Acapulco stay.

The famous Lurline, which regularly sails between San Francisco-Los Angeles and Honolulu, also will repeat her special 73-day South Pacific-Orient cruise in January, 1959.

Nine

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

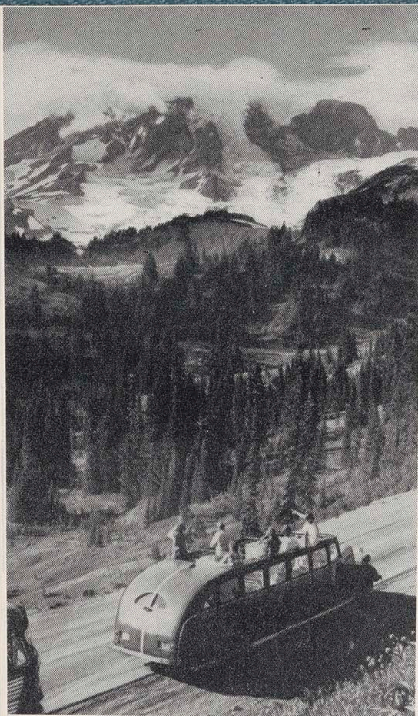
Top O' the West

Pacific Northwest Vacations for 1958

Luxury and comfort, variety without rush, leisure without monotony and down to earth economy are features of Great Northern Railway's "Top O' The West" summer vacation tours for 1958.

These 14-day, 5,500-mile complete vacations include the most thrilling sights of the Pacific Northwest and Glacier National Park in the Montana Rockies, accommodations on the finest streamlined trains and in first class hotels and resorts, comprehensive sightseeing, launch trips, steamer

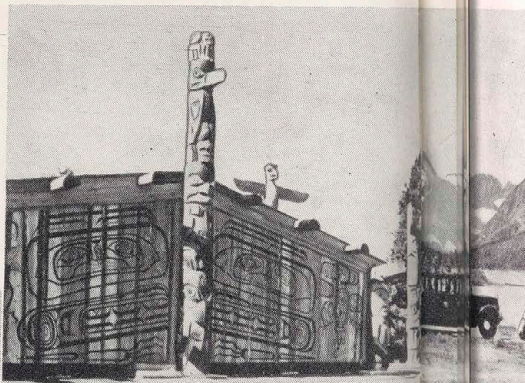
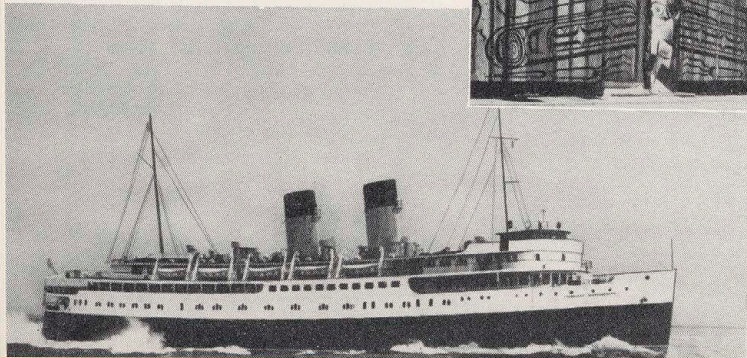
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Sightseeing motor coaches en route to Paradise Inn stop at scenic points to allow vacationers to view and photograph Mount Rainier.

The Indian community building at Thunderbird Park near the heart of Victoria, British Columbia. ➔

The luxurious "Princess Marguerite" in Puget Sound service between Vancouver and Victoria, B. C., and Seattle, Washington.



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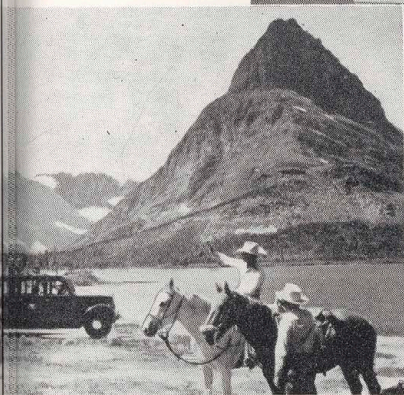
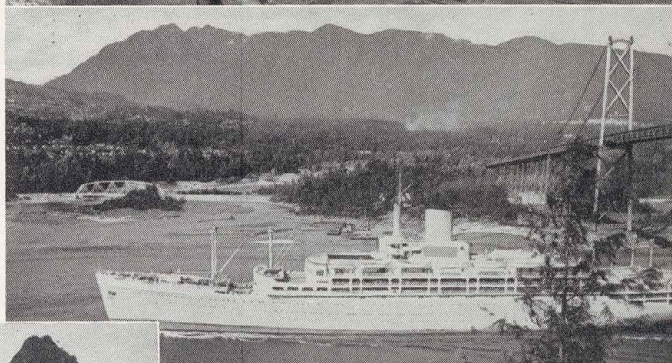
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page 12)

The Government Locks on Lake Washington Ship Canal that connects the briny waters of Puget Sound with fresh water Lakes Union and Washington at Seattle.



There's shipping of every kind passing across Lion's Gate entrance to Vancouver harbor. Vancouver is Canada's gateway to Australia, the Orient and Alaska.

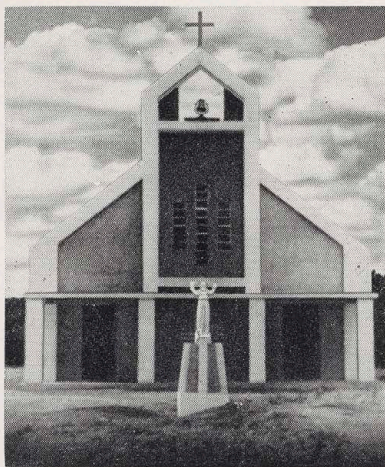


Towering Grinnell Mountain looms majestically over Swiftcurrent Lake in the heart of Glacier National Park in the Montana Rockies.



Aboard a colorful and luxurious Great Dome Day-Nite coach on Great Northern's incomparable Empire Builder. The decor was inspired by art forms of the Pacific Northwest Coast Indians.

GN Locomotive Bell Now in East Africa



Calling Christians to worship at Kowak Mission in Tanganyika Territory, British East Africa, is a locomotive bell which came from one of Great Northern Railway's now extinct huge steam engines.

Father Alden Pierce of the Mission, supplied the photograph which is reproduced above.

TOP O' THE WEST—Continued

passage, delicious meals, etc. Tour parties which are limited to 30 persons each, leave Chicago and the Twin Cities every Sunday June 22 through August 17 on the incomparable Great Dome Empire Builder.

Motor coach sightseeing tours cover the outstanding attractions of Portland, Oregon; Seattle, Washington; Vancouver and Victoria, British Columbia, and include the famed Columbia River Highway-Mount Hood Loop in Oregon; Mount Rainier National Park in Washington, and Glacier National Park in Montana.

Twelve

Bonus scenic adventures are cruises by luxurious "Princess" steamers from Vancouver to Victoria, and from Victoria to Seattle, and launch rides on two of Glacier's loveliest lakes.

Westbound travel between Chicago, the Twin Cities and Portland is on the Empire Builder, and eastbound from Seattle via the Western Star, the companion streamliner that serves Glacier National Park. Westbound and eastbound trips are scheduled to give tour members opportunities for viewing different scenic sections by daylight.

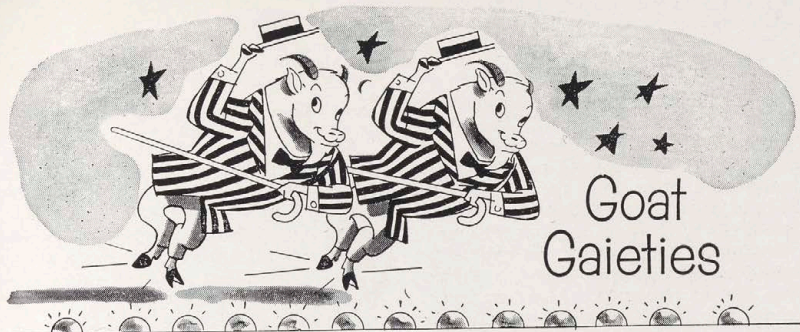
The 155-mile northbound rail trip along picturesque Puget Sound from Seattle to Vancouver is made aboard the streamlined International.

Motor trips include comprehensive Gray Line sightseeing at Portland, Seattle, Vancouver and Victoria, and cover the superb loop from Portland to Mount Hood along the Columbia River with visits to the impressive Sanctuary of Our Sorrowful Mother, Vista Point, Multnomah Falls, the Salmon Hatcheries and Bonneville Dam en route; a tour of Mount Rainier National Park from Seattle, and in Glacier National Park from the eastern entrance to Many Glacier Hotel in the very heart of the Park, and over spectacular Going-to-the-Sun Road, across the Continental Divide at Logan Pass.

Accommodations are provided at the finest hotels and resorts: at Multnomah Hotel in Portland; Olympic Hotel in Seattle; Hotel Vancouver in Vancouver; at Timberline Lodge on Mount Hood; Paradise Inn at Mount Rainier; Glacier Park Lodge and Many Glacier Hotel in Glacier National Park. Luncheon stopovers are made during sightseeing trips at Empress Hotel in Victoria, Multnomah Falls Lodge on the Columbia River Highway, and at Lake McDonald Hotel in Glacier Park.

(Concluded on Page 14)

THE INCOMPARABLE EMPIRE BUILDER



Heaven Can Wait

A group of Russians showed up unexpectedly at the Pearly Gates. St. Peter looked at them with amazement and then announced: "I don't know why you've come up here. You can't come in, you're atheists."

Whereupon one of the group stepped forward and replied, "Who wants to come in. We just want our dog back!"

* * *

Art Lover

Museum guide: "Now that I've shown you all through the museum, are there any questions you ladies would like to ask?"

Voice from the rear: "Yes, can you tell me what kind of wax you use to keep these floors so shiny?"

* * *

Dishpan Blues

Sign of the times—Mom in the kitchen, washing dishes. And when a pile of them crashed to the floor, the teen-agers in the next room jumped up and started to dance....!

* * *

Should Have Known

Bob: "Who spilled the mustard on this waffle, dear?"

Beverly: "Oh, Bob, how could you? This is lemon pie."

* * *

She Flipped

"Good heavens!" cried Whisler as he saw his mother on her knees scrubbing the floor. "Have you gone off your rocker?"

On the Rocks

"How did you spend your week end?" asked the brunette secretary of her blonde companion.

"Fishing through the ice."

"Fishing through the ice? Whatever for?"

"Olives."

* * *

Reasonably Sure

Maid: "There are several people waiting outside to see you. Among them is a bishop who says that he married you some time ago."

Film beauty: "Gee! I'm practically certain that I never married a bishop."

* * *

Easy Does It

Wifey: "How did you ever get Junior to eat olives, darling?"

Hubby: "Simple. I started him on Martinis."

* * *

No Wasted Effort

Mother: "Be sure you wash your arms before you put on a clean shirt."

Junior: "For long or short sleeves?"

* * *

Down the Hatch

Mother was busy in the kitchen when Junior asked, "Daddy wouldn't murder anybody, would he?"

"Gracious no, what made you ask that?"

"Well, I heard him down in the basement saying 'Let's kill the other two, Joe.'"

TOP O' THE WEST—Conclusion

Efficiently planned with regard to time and expense, Top O' The West Vacations include at low cost, first class or coach railway transportation as selected from Chicago or St. Paul-Minneapolis to Vancouver, B. C., and return including steamer cruise Vancouver to Seattle via Victoria; motor coach transportation, sightseeing and launch trips; U.S. transportation tax and state taxes on included meals and hotel accommodations; hotel and resort accommodations; 33 choice meals; transfer between station and hotel; tips to station Red Caps and hotel bell boys; assistance of Great Northern Railway representatives, National Park personnel, and Gray Line representatives. Left to individual discretion are seven lunches, tips to waiters, porters and personnel rendering personal services; personal and incidental items.

Other Great Northern 1958 summer tours ranging from 10 days and up, escorted and pre-arranged for independent travel, include Glacier National Park; Glacier, Yellowstone and the Grand Tetons; Glacier, the Pacific Northwest, Canadian Rockies; Glacier, Banff, Lake Louise; Glacier, Banff, Lake Louise, Columbia Icefields and Jasper Park; Glacier, the Pacific Northwest and California; Canadian Rockies and Alaska.

Carefree National Park vacations originating at west coast points range from eight to 13 days and include Glacier and Waterton Lakes Park; Glacier-Waterton, Banff, Lake Louise and Emerald Lake; Glacier-Waterton, Banff, Lake Louise, Columbia Icefields and Jasper National Park.

Complete details are available from any Great Northern travel representative or office, or may be obtained by writing directly to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Fourteen

New Ski Facilities For Mount Pilchuck

A new winter sports facility is being built on Mount Pilchuck, about 35 miles east of Everett, Washington. It will be a ski lodge, with snack bar, dining and lounging areas and tows, in the new Mount Pilchuck State Park.

The lodge will be an "A-frame" structure with block walls and cedar shake roof. It will frame three unobstructed panoramic views; to the north, Puget Sound; to the east Liberty Peak and three fingers, and to the west, the beginner's ski area.

Pilchuck Park Lifts, Incorporated, will operate the lodge.

Sun Festival Queen



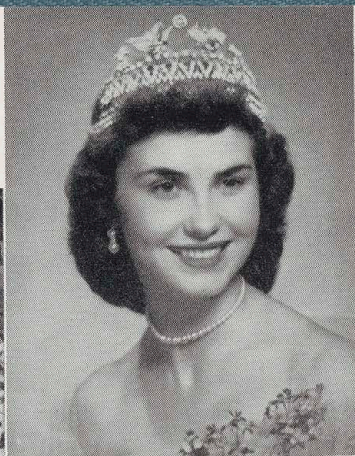
Vivacious Karen Toftoy, a senior at Ephrata, Washington, High School, has been chosen from a field of five finalists to be Miss Ephrata of 1958.

From June 27 through 29, Queen Karen will reign over Ephrata's Sun Festival celebration. The city is headquarters for the Columbia Basin reclamation project.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Spokane beauty Kay Levesque was the Festival's Lilac Queen in 1957.

Units from the city's several military establishments will take part in the Lilac Festival-Armed Forces Day Parade on May 17.



Springtime in Spokane

"Springtime" is the theme of this year's Spokane Lilac Festival and indications are that the 19th edition of the annual event will be the most glamorous ever staged.

Spokane citizens will roll out their Lilac welcome mat on May 10 and leave it there through May 17, a special period reserved for the paying of homage to youth, beauty and fun.

The Festival moves into high gear on Saturday, May 10, with the Junior Lilac Festival parade in downtown Spokane. Planned for the same evening is a formal military ball. Spokane's military establishment celebrates Armed Forces Week during the Lilac observance.

The largest collection of lilacs ever displayed in the Pacific Northwest will be on view at the Lilac and Spring Flower Show, May 15, 16, 17.

Friday and Saturday, May 16 and 17, are the dates of the Fine Arts Fair. Sidewalks in front of the Civic Building will take on a Bohemian atmosphere as hundreds of ceramic works, paintings and other works of art are displayed. The work of both professional and amateur artists will be exhibited.

Top name of the big Lilac-Time night show at Spokane Memorial Stadium on Friday, May 16 will be the fast-rising recording star, Jimmie Rodgers. Theme of the huge outdoor pageant is "International Holiday," and will include marching units and bands from Washington, Idaho, Oregon, and Montana, and pipe bands from Canada.

Crowning event will be the Lilac Festival-Armed Forces Day parade

(Concluded on Page 16)

Fifteen

THE STREAMLINED EMPIRE BUILDER

Pie Queen Travels via GN



Some 200 friends and well wishers were on hand recently at Great Northern Railway's Wenatchee, Washington, passenger station as Corinne Gaspers of East Wenatchee, Washington, and her chaperone, Mrs. Loretta Krieger of Yakima, boarded the incomparable Empire Builder for Chicago.

Miss Gaspers, a junior at Eastmont High School, East Wenatchee, and winner of her district and state cherry pie baking contests, traveled east to the national competition held in Chicago. Mrs. Krieger is secretary for the Washington State Fruit Commission.

Shown above, Miss Gaspers keeps in practice in the galley of the Empire Builder dining car. Watching her is chef John Laska.

SPOKANE—Conclusion

on Saturday, May 17. This parade is rapidly taking its place among the top lines-of-march in the nation. Last year, more than 250,000 persons lined the route. Precision marching units, bands and flower-bedecked floats will participate.

Sixteen

Real Western square dancing will take over the Spokane Coliseum for a night. The famed Spokane Silver Spurs will open with an exhibition, and following will be two and a half hours of public dancing to the calls of the Inland Empire's top square dance callers.

Boy's and Girl's Week is staged in conjunction with the Lilac Festival. Each day of the week has a special meaning.

This year's Lilac Queen will be picked from a court of eight princesses—each to be nominated by the student bodies of the Spokane and Spokane Valley School System's eight high schools. The Queen will be identified and crowned at the Lilac Time Stadium Show.

Spokane's Lilac Festival was born in 1938, but what it lacks in age it makes up for in vitality. The affair annually attracts thousands of visitors to the city for a week of fun and spectacle.

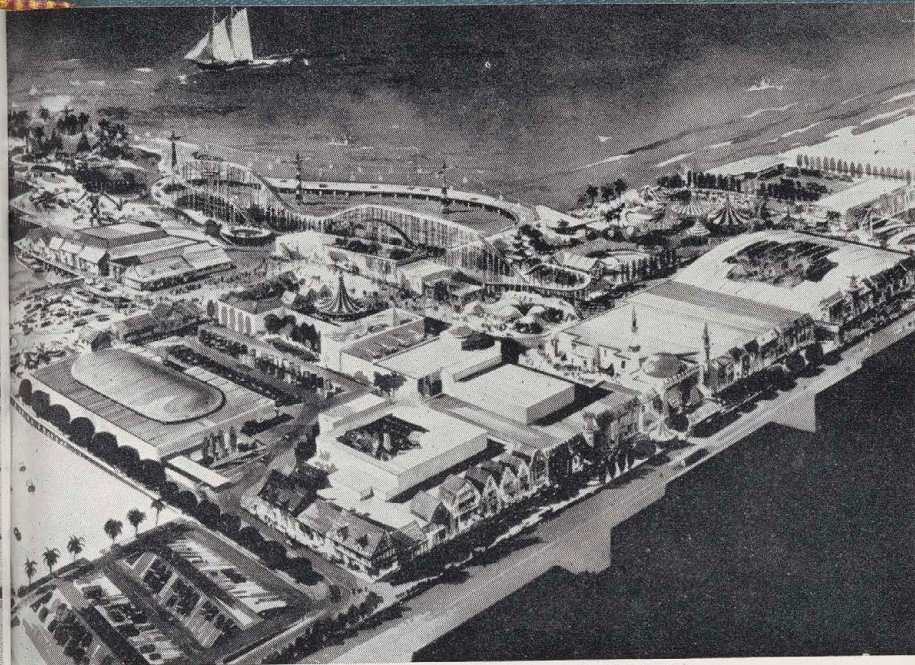
Fort Peck—Fort Benton Missouri River Cruise

Scheduled June 15 through June 21 is the Second Annual Missouri River Cruise from Fort Benton to Fort Peck.

Sponsored by the Fort Peck Yacht Club, Glasgow, Montana, the flotilla will leave Fort Benton at 2:00 PM, Sunday, June 15, cruise through scenic and historic primitive country to the finish at Fort Peck sometime the following Saturday afternoon.

Each individual party will supply its own boat, motor, overnight equipment, cooking facilities, and ample food for the six days. A qualified mechanic will be available to take care of minor mechanical difficulties that might be encountered.

Full details may be had by writing to Mr. C. D. Markle, Chairman, Fort Peck River Cruise Committee, Glasgow, Montana.



Architect's conception of multi-million dollar Pacific Ocean Park.

California's Newest Family Entertainment Center

Scheduled for July 1 opening is Pacific Ocean Park, multi-million dollar entertainment center located on the shoreline of the Pacific where Santa Monica and Los Angeles meet. The fabulous amusement area offers 28 acres of spectacular rides, exhibits, shops and other colorful attractions in a picturesque marine setting. It has been created by a group of outstanding motion picture set designers, special effects men, architects and engineers to achieve the finest possible atmosphere for wholesome family fun and relaxation.

Flanked by miles of broad, well-maintained bathing beaches, much of the Park has been constructed out over the water. Patrons enter through Neptune's Courtyard and pass into a realm of undersea fantasy.

Neptune's Kingdom is a vast underwater domain through which the public may stroll, viewing a panorama of deep sea life.

Porpoises, sea lions, seals and other sea creatures will perform at the Sea Circus, which will be presented daily in a huge outdoor amphitheatre.

South Sea Island is reached via an exciting banana train ride. The train enters a volcanic crater, passes erupting geysers and travels through a cavern during an earthquake, then through a tropical storm and out over the Pacific on a suspension bridge.

Unique rides include one where young and old soar high above the Pacific safely enclosed in transparent gondolas; a realistic Flight to Mars, a Monorail, Magic Carpet, and an

(Concluded on Page 18)

Seventeen

THE STREAMLINED RED RIVER

A Prayer for Armed Forces Day—May 17

Oh God, our Father in heaven, we rededicate ourselves to thee and to our nation on this Armed Forces Day. We praise thee for the innumerable blessings, both spiritual and material, thou has bestowed upon our Armed Forces. Keep us always conscious of our high calling and mindful of our most sacred responsibilities as the guardians of our priceless liberty. Endow us richly with every grace of soul that we may be faithful to thee in the performance of our duties as soldiers, sailors, airmen, and marines.

May we ever hold sacred the memory of our heroic dead. Inspire us with their spirit. Be our refuge and our strength, so that in all battles of life, we may be valiant in service to thee and to our great United States of America. Amen.

THE ARMED FORCES
CHAPLAINS BOARD



Join your
ARMY NATIONAL GUARD

Eighteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Grads Plan Train Trip

Ballard High School (Seattle) seniors, accompanied by parent chaperones, will celebrate graduation with an overnight train trip to Vancouver, British Columbia, June 4 and 5.

A special Great Northern train, which will include two baggage cars for dancing, will leave King Street Station at midnight June 4.

On arrival in Vancouver, half of the group will breakfast at the Georgia Hotel and the other half will be taken on a sight-seeing tour of the city. Then the two groups will switch. The graduating class will number about 440.

The group will leave Vancouver at 9:30 AM and return to Seattle at 1:30 in the afternoon.

1957 Railroad Safety

The best passenger safety record since an all-time low in 1952, was established by the American railroads during 1957. Only one fatality for each 1,625,000,000 miles of passenger travel occurred, giving the railroads a safety rate of 0.06 per 100,000,000 passenger miles.

PACIFIC PARK—Conclusion

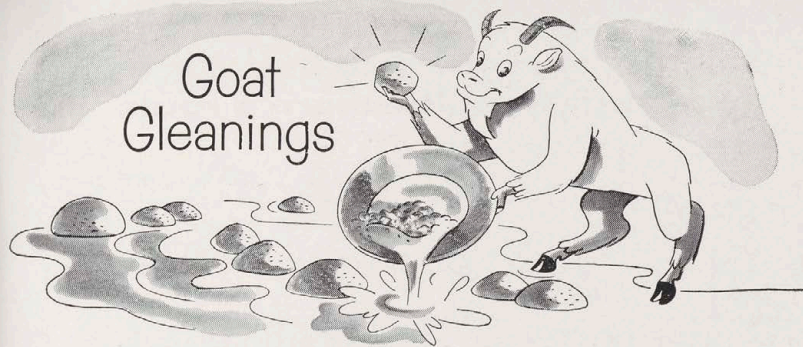
Ocean Highway, where youngsters may drive miniature cars over a scenic double highway.

The main avenue of the Park is called Ports O' Call and has dozens of attractions. Fishermen's Cove, a replica of a quaint fishing village, provides food and non-alcoholic beverages at popular prices. International Promenade features a variety of authentically appointed shops and restaurants.

Lawrence Welk and his popular orchestra and entertainers are scheduled to appear in person several times weekly.

Pacific Ocean Park is easily accessible by public transportation from Los Angeles Union Station.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1958, are: Henry S. Conroy, general yard master, Superior, Wis.; William Donnan, carpenter, St. Paul, Minn.; Frank Dressell, engineer, Williston, N. D.; Charles J. Goff, chief dispatcher, Willmar, Minn.; Henry H. Mathison, engineer, Great Falls, Mont.; Harry R. Rasmussen, car inspector, St. Paul, Minn.; John D. Shelley, engineer, Spokane, Washington; Harold P. Smith, money clerk, REA, St. Paul, Minn.; Charles E. Swope, telegrapher, St. Paul, Minn.; Andrew M. Strommen, conductor, St. Paul, Minn.; Anton B. Stomner, chief clerk, Seattle, Wash.; Louis Vogland, general chairman, B of MWE, Minneapolis, Minn.; Katherine Wyatt, ticket clerk and operator, Minot, N. D.; Richard J. Williams, engineer, Los Angeles, California.

Members reported pensioned during April, 1958, are: Oscar M. Brandt, B & B carpenter, Breckenridge, Minn.; Carl H. Blomgren, machinist helper, Minneapolis, Minn.; Ernest F. Elznic, agent-telegrapher, Amenia, N. D.; Lester R. Fisler, engineer, Willmar, Minn.; Andrew J. Gilbert, engineer, Great Falls, Mont.; George W. Haugan, conductor, Sioux City, Iowa; John A. Johnson, general foreman, Store Department, Great Falls, Mont.; Arthur C. La-

Mere, chief clerk, St. Paul, Minn.; Ransom R. Mowry, engineer, Havre, Mont.; William M. Mason, stationary engineer, Kelly Lake, Minn.; William J. Moore, switchman, Seattle, Wash.; George A. Mott, engineer, Spokane, Wash.; Rufus O. Neiswender, engineer, Spokane, Wash.; Clark O. Neely, engineer, Appleyard, Wash.; Anthony L. Nelson, assistant general storekeeper, Everett, Wash.; Maurice J. Ulginer, engineer, St. Cloud, Minn.; Alfred E. Schulz, foreman, WFE, St. Cloud, Minn.; James F. Sullivan, switch foreman, Minneapolis, Minn.; Franklyn D. Westlund, usher, Minneapolis, Minn.; Ernest L. Waitd, brakeman, Fargo, North Dakota.

* * *

As of June 1, 1958, Great Northern Railway's Dallas, Texas, traffic office will be located in Room 1525 Kirby Building.

* * *

Fred A. Hills of St. Paul, Minnesota, retired Great Northern manager, Baggage and Mail Traffic Department, died on April 19.

* * *

John W. Hayes of St. Paul, Great Northern Railway architect, has been elected vice president of the St. Paul Chapter, American Interprofessional Institute.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

People are pouring in by the townful along Great Northern's route



Population boom out west

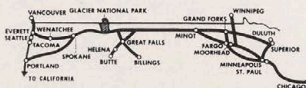
Even James J. Hill, the "Empire Builder", would be astonished at the tempo of latter-day migration to the vast and fertile western region served by his Great Northern Railway. In the past 17 years, population growth in California, Oregon, Washington and British Columbia has been fantastic. More significant to manufacturers looking for new markets or labor resources, it is largely an adult influx. You needn't wait for this region to develop consumers and workers. They're grown up . . . ready for you now!

CALIFORNIA	101%
OREGON	62%
WASHINGTON	56%
BRITISH COLUMBIA	73%
U. S. AVERAGE	29%

Population Growth: 1940-57

Adult population increases in this area are two to three times the U. S. average.

Booming growth in the Pacific Northwest is creating many new business and industrial opportunities. For information, write E. N. Duncan, Director, Industrial and Agricultural Development Dept., Great Northern Ry., St. Paul 1, Minn.



Great Northern moves goods to this area speedily, efficiently. For freight information, write W. E. Nicholson, General Freight Traffic Manager, Great Northern Ry., St. Paul 1, Minnesota.

OFFICES IN PRINCIPAL CITIES OF U.S. AND CANADA

GO FAMILY STYLE on the incomparable EMPIRE BUILDER

Go carefree with children . . . at thrifty Family Plan Fares: Leave Monday thru Thursday; return any day. Dad pays full fare; mother, children go for half-fare or less. Great Dome seats aplenty. P. G. Holmes, Passenger Traffic Manager, Great Northern Ry., St. Paul 1, Minnesota.

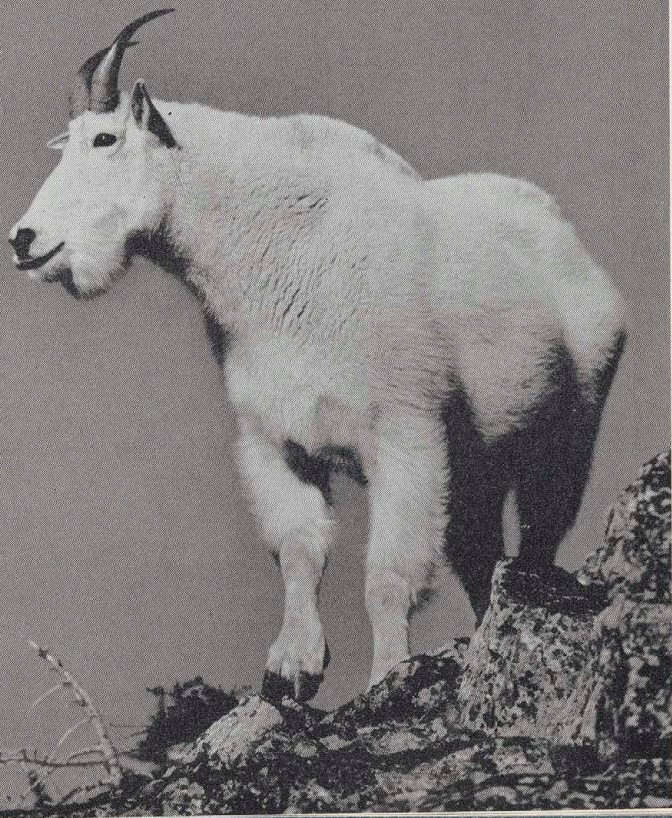


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The Great Northern

GOAT

JUNE 1958



The Great Northern GOAT



Vol. 28 June, 1958 No. 6

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

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Appearing as though he had just stepped out of Great Northern Railway's famous trademark is this handsome Rocky Mountain goat. The excellent close-up was made last summer in Montana's Glacier National Park by the well known wildlife photographer, Les Blacklock.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Your Railroads

All the news media gave an unusual amount of coverage to the recent inquiry into the railroad problem, made by a House subcommittee. It is almost universally acknowledged that the railroads' deteriorating economic position is a direct and immediate threat to this country's material well-being and military security.

The St. Louis Globe-Democrat, as did other leading newspapers, ran a feature series entitled "What's Wrecking the Railroads?" Thereafter its publisher addressed an open letter to President Eisenhower pointing out that railroad "employment has dropped to half of the 1926-30 average; that many railroads are now operating with heavy deficits; and that as many as 33 railroads could be plunged into bankruptcy in 1958 unless effective action is taken." He added that "... everyone would be affected by the impending rail calamity."

Then he said that two major reasons are responsible for the crises:

"1. Restrictive governmental legislation which fails to recognize that railroads no longer have a monopoly on the movement of people and goods.

2. Unconscionable 'featherbedding' practices by the operating unions which likewise have completely failed to keep pace with changing times and technological progress."

This publisher also appealed to the President "to assume active leadership in saving an industry whose jobs, whose earnings and whose usefulness to the nation are of equal necessity in peace and in war."

We can all join in that appeal.

From the INDUSTRIAL NEWS REVIEW, published by E. Hofer & Sons, Portland, Oregon

Evolution of a Trademark

The outstanding Rocky Mountain Goat photograph reproduced on the front cover of this magazine prompts a brief explanation of the history and development of Great Northern's famous trademark.

Great Northern's "goat" trademark is unique in that only one other North American railway—a Canadian line—features an animal in its trademark.

And, although the bewiskered animal is known as a Rocky Mountain goat, he doesn't belong to the goat family. He is really an antelope, a cousin to the European and Asiatic chamois.

Like most trademarks, Great Northern's insignie is a product of evolution. The first one, in 1890, was "Great Northern Railway Line." The "Line" was dropped in 1894, and a year later "Great Northern Railway" appeared in a rectangular monogram.

In 1912 when Great Northern opened its hotels and chalets in Glacier National Park in Montana, the late Louis W. Hill, then president of the railway, read an advertisement in which the first three words were "see America first."

Mr. Hill had a quick eye for catch phrases, and ability to use them in promoting Glacier Park. So within a few weeks the trademark again was changed to read: "See America First" in quotation marks about "Great Northern Railway." Below the railway name was "National Park Route."

In 1914 the wording again was changed in the rectangular trademark. The words "Glacier National Park" were substituted for "National Park Line."

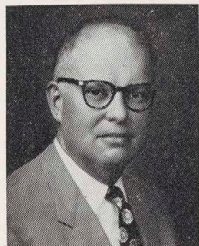
Inclusion of the goat in the trademark in 1921 was suggested by the late W. P. Kenney, then a vice president, and later president of the Great Northern. His suggestion was prompted by the prevalence of Rocky Mountain goats in Glacier Park. The mono-

gram was changed from a rectangular to a circular shape with the debut of the goat, the first version of which faced the viewer.

From 1921 to 1936 the appearance of the trademark goat was altered only slightly although there were many variations of the wording around the edge of the circle. In 1936 the present profile, or silhouette goat replaced the full-faced animal, which now stands on a pinnacle instead of flat ground.

Since 1936 a few minor changes have been made in the goat profile and the circle now contains only the words "Great Northern Railway."

Clyde A. Pearson Named GN Vice President



Mr. Pearson

The Great Northern Railway Company Board of Directors meeting in St. Paul, Minnesota, on May 8, elected Clyde A. Pearson of St. Paul to the position of vice president—personnel.

Mr. Pearson came to Great Northern in 1942 as personnel assistant. He previously served the Omaha and North Western lines in accounting and employee relations positions. He has been Great Northern assistant to the president—personnel since September, 1953.

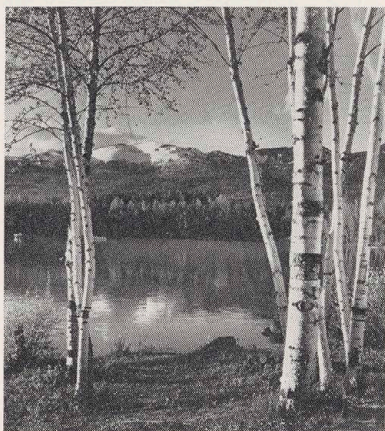
GN Vets to Meet

The 1958 annual convention of the Veterans' Association of the Great Northern Railway is scheduled to be held at the Radisson Hotel in Minneapolis, Minnesota, Saturday, June 14.

Three

PROGRESS IS A GREAT NORTHERN HABIT

The Whitefish Lake Area



Three state parks, lodges, resorts and cabins are located on the shores of scenic Whitefish Lake.

The scenic area surrounding Montana's Whitefish Lake has its attractions for visitors no matter what the season.

The town of Whitefish at the south end of the lake is only 24 miles from Glacier National Park and 14 miles from Hungry Horse Dam and reservoir, both top attractions for travelers.

The lake itself, one of the most beautiful in the west, is seven miles long, is well supplied with several varieties of fish and is fringed with sandy beaches.

Rugged mountains on three sides offer a challenge to hikers. The well known winter sports center at nearby Big Mountain operates the long chair lift to the top of the mountain where visitors may view a spectacular panorama of the entire Flathead Valley and many of the soaring peaks within the boundaries of Glacier National Park.

A regatta on Whitefish Lake each Labor Day is one of the area's big annual events. Another is a July 4th golf tournament.

Four

Whitefish is served twice daily by both Great Northern transcontinental streamliners Western Star and Empire Builder.

New Great Northern Films

Two brand new 16 mm color and sound educational films, produced by Great Northern Railway now are available to qualified adult organizations on loan. **Both are available only from the Princeton Film Center, Princeton, New Jersey.**

"Empire on Parade," running time, 41 minutes, tells of the vast region from the Great Lakes to the Pacific Coast and its principal railroad—Great Northern. It is the story of America's last great frontier, how it grew and how a modern railway system serves its people.

"Glacier National Park in Montana," 22 minutes, is a fast paced pictorial journey through Glacier, third largest and most spectacularly beautiful national park in the continental United States.

Please do not write to Great Northern Railway concerning the booking of these films but only to the Princeton Film Center, Princeton, New Jersey.

Glacier Coaching Clinic

A Coaching Clinic staffed by some of the nation's top exponents of basketball and football is scheduled for June 16 and 17 at Glacier Park Lodge in Montana's Glacier National Park. Registration fee for coaches is \$10.

Henry Iba, Oklahoma State's great control expert, and Branch McCracken, whose run-shoot-run tactics recently won Indiana's fourth Big Ten title in six years, will handle the basketball discussions.

Gomer Jones, who is Bud Wilkinson's right-hand man at Oklahoma; Murray Warmath, fast-rising young Minnesota coach, and Billy Murphy of Memphis State are the Clinic's football experts.

THE STREAMLINED WESTERN STAR

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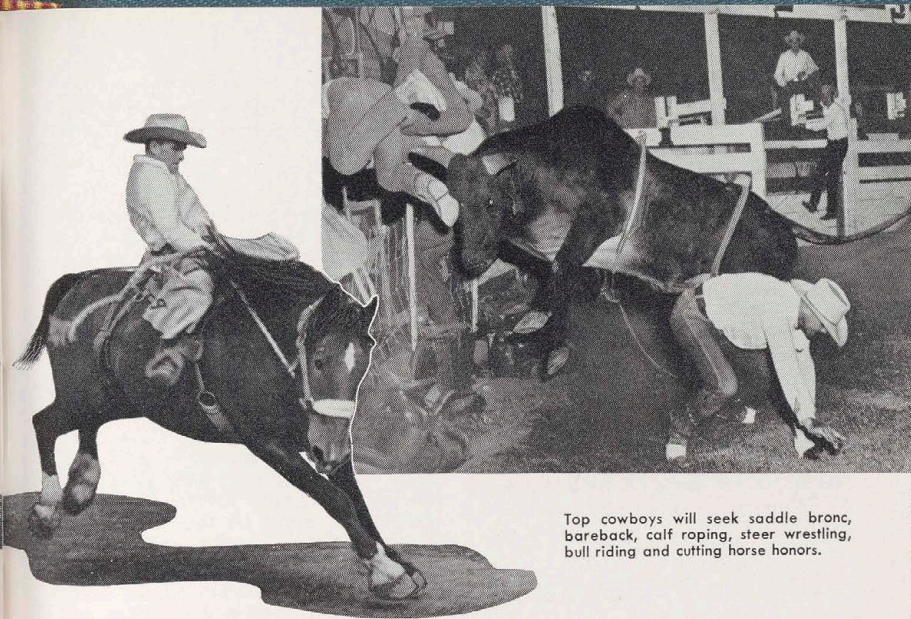
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Top cowboys will seek saddle bronc, bareback, calf roping, steer wrestling, bull riding and cutting horse honors.

Diamond Spur Rodeo Scheduled August 13-16

All the world loves a parade, or so the saying goes. And more and more the world—and particularly western America—is beginning to love a rodeo.

Typical of the fast growing interest being shown rodeos everywhere is that evidenced by the residents of and visitors to Spokane, Washington, who flock in mounting numbers each year to witness the "Diamond Spur" Rodeo.

The annual fall event serves to rekindle the fires of western living in a region that, in its early days, was as rough-and-tumble western as they came. Although not ordinarily associated with the wild west, the Spokane area was the setting for the last major Indian wars, including the storied conflict the army waged against Chief Joseph and the Nez Perce tribe.

This year's rodeo will be held from August 13 through 16 and like its

predecessors will have the sanction of the Rodeo Cowboys Association. Prizes and points won in Spokane will help contestants in seeking world championship titles in various events. There will be four evening performances.

Spokane's rodeo derives its name from the handsome diamond studded silver spurs awarded to winners in various events. The spurs are donated by Spokane business firms. The rodeo was started under the sponsorship of Sadir Kahn Grotto in 1950 to help raise funds for the Grotto Foundation for Spastic Children. Spokane Rodeo, Incorporated, now conducts the events.

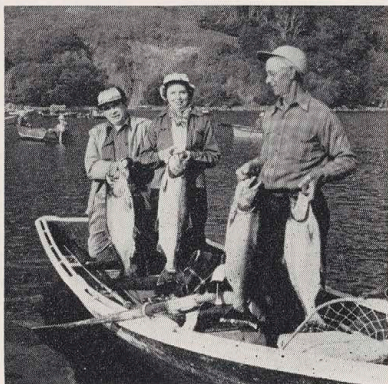
Since 1952 the rodeos have been held in Spokane Memorial Stadium, considered by cowboys to be one of the best arenas on the far-flung rodeo

(Concluded on page 6)

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Angling in Oregon



Some of the best angling along the Oregon Coast is from June through September.

Salmon in the Pacific Ocean and inland waterways, trout in easily accessible streams and back country lakes, and bass in coastal lakes help make Oregon one state where visitors will be eager to test their angling fortunes.

While trout and bass, along with crappie, bluegill, sturgeon and catfish, are sought by many visiting anglers, it is the Pacific salmon which often-times offers greatest pleasure to out-of-state residents.

Reason for this is that sport fishing for salmon has become an industry of sorts, and the knack required to land one of these strong and tasty fish can be learned in just a few moments and the whole family can participate.

All that the visiting salmon angler has to provide is himself and from \$4 to \$8 in cash. Sports boat captains provide all the rest, including tackle, bait, good boats and the knowledge of where to catch them.

Anglers seeking added sport will provide their own salt water gear, and make a game out of taking salmon on

light tackle. This won't be too light, because salmon are among the world's strongest fish. They make slashing runs, dive deep and make netting them alongside the boat a real challenge.

Depending upon location along the Oregon coast, charter boats make daily runs into the Pacific from June to October, and sometimes later. Their goal is either the silver salmon, weighing from five to 15 pounds, or the Chinook, ranging from ten to 60 pounds, and even larger.

Major rivers and bays where salmon are avidly sought are the Rogue and Columbia Rivers, Winchester Bay, Coos Bay, Newport and Depoe Bay. Salmon fishing starts as early as April and continues right through December. Some of the best angling is during the vacation season from June through September.

Trout fishermen can travel almost anywhere in Oregon and find a suitable lake or stream for fly, lure or bait.

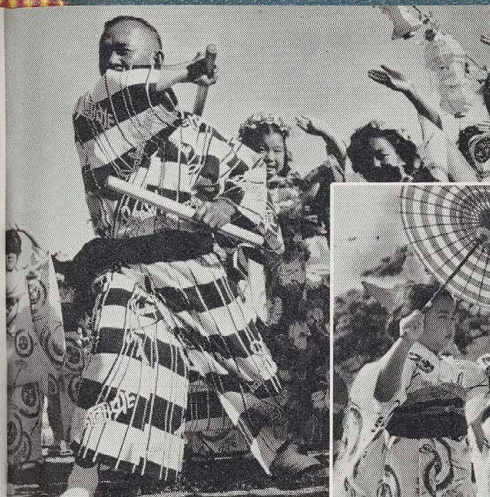
Favorite largemouth or black bass fishing spots include Siltcoos and Tahkenitch Lakes on the coast.

Striped bass are sought in the sloughs of Coos Bay, and these fish, which may weigh up to 40 pounds and more, are proving to be a greater angling lure every year.

Steelhead—ocean going rainbow trout—are caught in the Columbia, Umpqua and Rogue Rivers during the summer and early fall.

DIAMOND SPUR RODEO—Conclusion
circuit. The stadium, used for football games and stock car races, offers excellent lighting and seating in a modern setting, plus a sanded grass (and dust-free) arena floor.

Top cowboys from throughout the country will seek saddle bronc, bareback, calf roping, steer wrestling, bull riding and cutting horse honors, and about \$10,000 in prize money.



Temple Drums call Buddhists of the Hawaiian Islands to the colorful Bon Festivals held during the summer months.

Young and old honor their dead by dancing certain steps reserved only for the Bon Festival. Visitors are welcomed.



Japanese-Americans Dance to Honor Their Dead

The "shaku-hachi" (flute) soon will whistle its mysterious call once again and temple drums will throb to the faithful.

They presage the Bon Fete, which starts the month of June in the Hawaiian Islands.

Island Buddhists will fill the summer months with brilliance in their Bon Dances, the massed dances that honor the dead. The first is scheduled for June 28 and 29 in Honolulu. The dances will continue practically every week-end through July and August and into September.

This is the season when the spirits of the dead return to their former

earthly homes. The spirits are greeted with joy—and yet with a deeply religious feeling, too, all of which is apparent when the dancers begin their traditional sweeping, shuffling, jogging steps reserved only for the Bon Festival.

Each temple has a designated day in which to conduct its dances, and there are many practice sessions before the actual Bon starts, so that the oldsters can demonstrate the traditional steps to the youngsters.

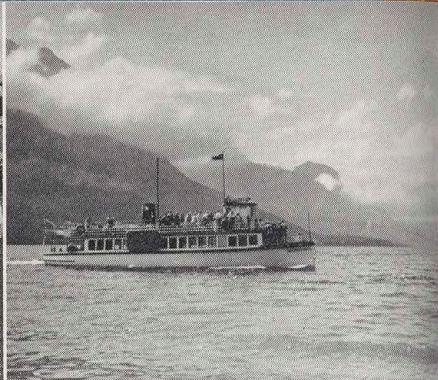
Visitors are made welcome, and may even join in the dances if they slip a kimono over their Western clothes.

Seven

THE STREAMLINED INTERNATIONALS



A Blackfoot Indian pow-wow holds the attention of these visitors to Glacier Park Lodge in Montana's glorious Glacier National Park.



The launch "International" on mountain-ringed Waterton Lake, has the unusual distinction of making daily cruises between two nations.

GLORIOUS GLACIER

Heart of Western Vacationlands . . .

Visitors to Pacific Northwest vacationlands are so captivated by the impressive mountains, "air conditioned" climate and relaxed pace of living that they are returning in increasing numbers year by year. Vacation centers in this fabulous area include some of the most spectacular national parks in the U. S. and Canada.

Gateway to the Pacific Northwest is Glacier National Park in the Rocky Mountains of Montana, third

largest and most spectacularly beautiful national park in the continental United States.

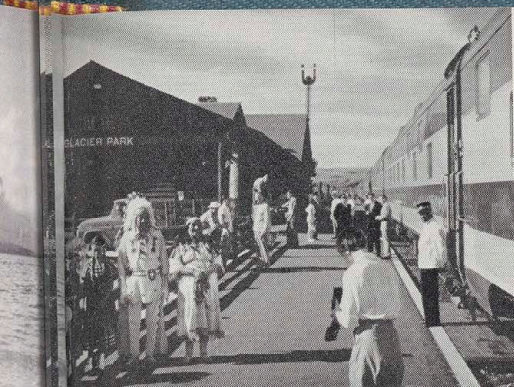
Glacier was so named for the tremendous ice formations that ages ago ground and carved the area's soaring cliffs, the exquisite lakes, the hanging valleys and the unique cirques, rather than for the 60 glittering ice masses that still exist within the Park's million acres.

Glacier's three famous hotels and

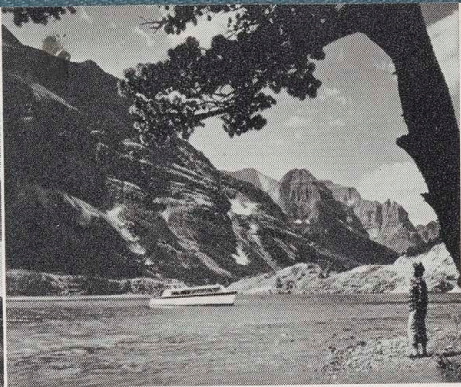
Many Glacier Hotel, in a sylvan setting of mountain splendor in the Swiftcurrent Valley, in the heart of Montana's Glacier National Park.

A recent innovation just off the lobby in Glacier Park Lodge, at the Park's eastern entrance, is this modern and cheerful coffee shop.





The twice-daily arrival of the streamlined Western Star at Glacier Park Station, eastern rail gateway to Glacier Park, is a colorful event.



One of the world's scenic gems is Glacier's St. Mary Lake. Set in a glacier-carved valley, the lake is 10 miles long and over 400 feet deep.

Gateway to the Pacific Northwest

two new motels pamper guests with real western hospitality. Facilities have been constantly improved and expanded to meet the growing popularity of the Park. There are today, a hundred miles of fine highways and more than a thousand miles of well-kept foot and saddle trails. A well-rounded program of sports activity—golf, tennis, badminton, archery, shuffle board, dancing, etc. augments regular scenic pleasures.

Ranger-naturalists conduct scheduled trail tours to easily reached glaciers, lakes and other points. Evening programs held regularly in several locations, are popular with young and old alike. Enjoying Glacier's wonders can be lazy or rigorous as one chooses.

Comfortable open-top sightseeing motor coaches are chauffeured by well-trained college students who are thor-

(Concluded on page 10)

At Sun Point above St. Mary Lake on spectacular Going-to-the-Sun Road, a Park Naturalist Ranger interprets Blackfoot Indian names.

Picturesque Lake McDonald Hotel is on the shore of Glacier's largest body of water. Massive Mount Brown towers above the rustic inn.



HEART OF WESTERN VACATIONLANDS

Conclusion

oughly familiar with Glacier's attractions and lore. Road routes were planned to give passengers the most dramatic views of the Park's incomparable scenery. Buses link the picturesque hotels and motels on regular daily schedules.

Economical stop-over tours of one, two, three, five days or more, make Glacier an attractive part of vacations that may include extensive sightseeing in other western areas including the states of Washington, Idaho, Oregon, Wyoming, Colorado and California, and the Canadian provinces of Alberta and British Columbia. All are on main line rail routes with convenient connections to points of outstanding interest.

Adjoining Glacier in Alberta, Canada, is Waterton Lakes National Park with its world-famed Prince of Wales Hotel. Farther on are Jasper Park, Banff and Lake Louise in the Canadian Rockies. To the south are Yellowstone, the Grand Tetons and Rocky Mountain National Park.

Westward from Glacier, en route to Seattle and Portland, rail travelers are treated to a continuous panorama of Pacific Northwest beauty—two great mountain ranges, the mighty Columbia River, the Pacific Ocean.

Easily reached from cosmopolitan Seattle is Canada's third city, Vancouver, British Columbia. Great Northern's speedy International streamliners make three round trips daily over a superbly scenic route along Puget Sound between the two cities. A delightful salt water cruise leads to "Britishy" Victoria on Vancouver Island.

Southward from Seattle and Portland, with convenient rail connections at both points, is California.

For the 1958 Glacier Park Season which extends from June 13 through September 10, escorted tours and

tours completely prearranged for independent travel are available to the Park, and to the Park in combination with other Western vacationlands. For detailed information, contact any local travel bureau, Great Northern travel office or representative, or write directly to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

GN Freight Department Personnel Transfers



Mr. Strom

New assignments for Great Northern Railway Freight Traffic Department personnel, occasioned by the retirement of H. G. Schuette, general agent at Detroit, Michigan, are as follows:

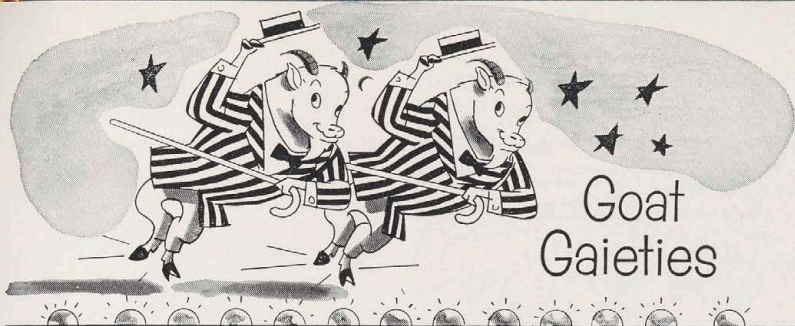
A. L. Strom, general agent in Butte, Montana, becomes general agent at Detroit succeeding Mr. Schuette.

S. A. Garrity, general agent at Helena, Montana, moves to Butte as general agent succeeding Mr. Strom.

Strom has been general agent at Butte since 1951. He started his Great Northern career in 1933. From 1946 until 1951 he was on the staff of the railway's western traffic manager at Seattle.

Schuette's railroad career dates to 1913. He was assigned to the Detroit office in 1920, and has been general agent there since 1928.

Garrity has been at Helena since coming to Great Northern in 1917, and has been general agent there since 1924, except for a three year military leave between 1942 and 1945 when he served in the Navy.



Goat Gaieties

Q's & A's

A young psychoanalyst complained to an old veteran psychoanalyst that he was having trouble with his patients.

The veteran said: "Let's assume I'm a patient being interviewed by you for the first time. . ."

"The first question," began the young analyst, "What is it that wears a skirt and from whose lips comes pleasure?"

The veteran answered: "A Scot blowing his bagpipe."

"Right," said the younger one. The next question. What is it that has delightful curves and at unexpected moments becomes uncontrollable?"

The veteran answered: "Bob Feller's pitching."

"Right," said the younger one. "The final question. What do you think of when two arms are slipped around your shoulders?"

The veteran answered: "Sid Luckman's tackle."

"Right," said the young analyst. "They're all right, but you'd be amazed at the silly answers I keep getting."

* * *

Adverse Conditions

The sweet young thing was complaining about a stiff neck and sore arm after a recent weekend. "How come?" she was asked.

"We were necking in a drive-in."

"Why should that give you a stiff neck and a sore arm?"

"We were in different cars."

Room For Opportunity

"Why do you want to enter the United States?" the immigration official asked.

"I want to lead a peaceful life and make an honest living," replied the immigrant.

"Good," said the official. "That's not one of our overcrowded fields."

* * *

Before The Storm

"Congratulations, my boy. You will always look upon this as the happiest day of your life."

"But I'm not getting married until tomorrow."

"Yes, I know."

* * *

Plain Stupid

Anyone who thinks marriage is a 50-50 proposition either doesn't understand women or fractions.

* * *

Ups and Downs

Many a man who lives it up, finds he must also live it down.

* * *

Revitalized

Two barflies stood at the mahogany watching the approach of an old cory.

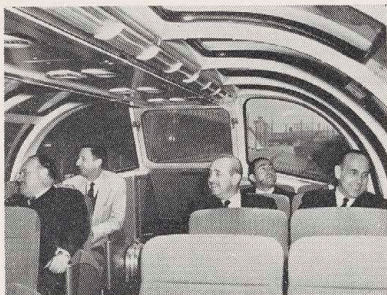
"I don't know what's happened to Jim lately," said one of them, admiringly. "He's getting quite a spring in his stagger."

* * *

Hands Across The Border

Did you hear about the guy who disliked work so much that he thought Manual Labor was a Mexican?

South American Visitors Ride the Empire Builder



A Chilean congressional delegation, on U. S. industry tour sponsored by the State Department, saw highlights of Washington State scenery en route on the Empire Builder between Seattle and Ephrata and on to Spokane.

Shown above in an Empire Builder great dome car are (left of aisle) Congressmen Jorge Errazuriz and Guilleamo Donoso and Ralph Richardson, escort from the U. S. State Department. On the right of the aisle are Congressmen Orlando Sandoval, Hector Correa and Jose Masalem. (Congressman Luis Valdes is hidden behind Congressman Correa.)

The delegation made a special trip through the Columbia Basin Reclamation Project.

British Columbia Marks Centennial Year

Canada's westernmost province, British Columbia, is marking 1958, its Centennial Year, with over 500 individual civic celebrations scheduled to take place during the year, which will attract thousands upon thousands of visitors, many from the United States.

In British Columbia's Centennial Year, the 66th year of service to the province is being marked by Great Northern Railway.

Twelve

Since 1891, two years before its transcontinental rails were joined, Great Northern has linked the coastal cities of British Columbia and Washington. Pioneers traveled Great Northern rails along the scenic shores of Puget Sound en route to the Fraser River. A ferryboat carried them to New Westminster for the last rail link to Vancouver.

Today, travelers on the smooth, fast scheduled International streamliners between Seattle and Vancouver, experience one of the most scenic water level routes on the continent. In keeping with the times, they can choose the convenience of boarding or leaving the trains beyond the crush of city traffic at Edmonds or at New Westminster, near the area of rapid industrial expansion along the Fraser River.

En route, passengers pass through customs and immigration inspections without delay as agents of American and Canadian services board all six daily trains.

With British Columbians preparing a varied program of special events in every community of the province during Centennial Year, they are extending a special welcome to visitors from the United States.

AAR's Faricy Retires

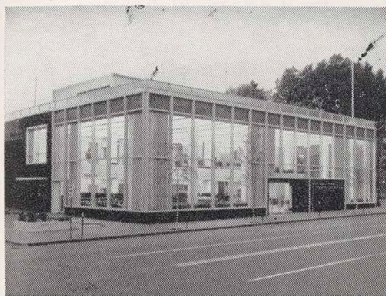
William T. Faricy has retired from active service after many years of outstanding service to the railroad industry.

For 11 years he served as president of the Association of American Railroads. During the past year he was chairman of the board and chief executive officer.

Mr. Faricy entered railroad service in 1914 with the Chicago, St. Paul, Minneapolis and Omaha Railroad and rose to become vice president and a director of its parent road, the Chicago & North Western, serving in those capacities until he joined the Association of American Railroads in 1946.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Unique Building Houses Tacoma Savings Institution



New home of the Tacoma Savings and Loan Association.

Believed to be the only building of its type west of New York City is the new home of the Tacoma Savings and Loan Association in Tacoma, Washington.

The functional and moderne yet attractive structure, located in the downtown district, measures 95 x 75 feet and is of steel frame construction with a long-span cellular steel floor and roof. Exterior walls on three sides are of extruded aluminum and insulating glass, cantilevered out from the interior columns and suspended from the roof structure. The exterior, except for glazed areas, is faced with black granite.

Fiber glass draperies, wall-to-wall carpeting and a reverse cycle heat pump air conditioning system are other features.

Second Cariboo Rail Tour

Last year's "Cariboo Country Special" all-expense scenic rail tour from San Francisco to the interior of British Columbia, will be repeated in 1958 following its enthusiastic reception by 182 passengers in 1957.

The all-Pullman train will leave San Francisco August 23 to return on September 1. The itinerary has been extended from Prince George, 1957

northern terminus, to Prince Rupert on the coast and new aluminum-built Kitimat.

Leaving San Francisco the train will be operated through the Feather River Canyon by the Western Pacific, then over Great Northern's "Inside Gateway" freight route. The Spokane, Portland & Seattle then takes over for the trip along the Columbia River to Vancouver, Washington, Great Northern will again handle the equipment during the trip along Puget Sound to Seattle and Vancouver, British Columbia. What the passenger doesn't see by daylight going north he will see on the return trip.

Following a night's layover in Vancouver, the train will go over the Pacific Great Eastern along the fjords of Howe Sound and up through the rugged interior of British Columbia to Prince George. Here the Canadian National will take over for the run to Prince Rupert on the coast and the new city of Kitimat which is at the end of a new 40-mile rail line.

Brady Goes to St. Louis



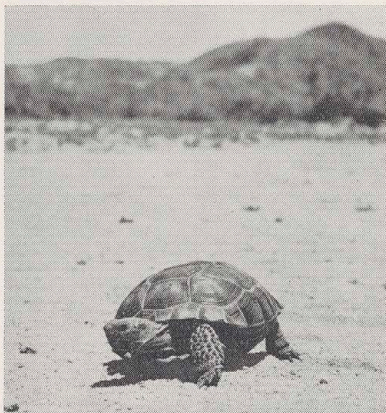
Mr. Brady

E. M. Brady, Great Northern district passenger agent at Los Angeles, has transferred to the Freight Traffic Department and has been assigned to St. Louis as traveling freight agent.

Brady's first position with the railway was that of Traveling Passenger Representative on the Empire Builder. He went to Portland in 1947 as a passenger representative and in 1948 was transferred to Spokane as city passenger agent. The move to Los Angeles as traveling passenger agent came in 1950, and appointment as district passenger agent there in 1957.

Thirteen

Grand Turtle Sweepstakes



The big drinkless turtles roaming the scenic desert areas of San Bernardino County in Southern California will race in the Grand National Turtle Sweepstakes on June 20-22.

Always a favorite with the visitors, the turtle races will attract thousands of enthusiasts to the town of Joshua Tree, set in the midst of a huge forest of the queer, outlandish giant desert lilies called Joshua Trees.

Turtles are captured on the desert around and brought into Joshua Tree for the sweepstakes. There are races for young jockeys, big turtles, little turtles, out-of-state turtles. Visitors can rent turtles and enter them.

Plan "World Gardens" At Blaine Peace Arch

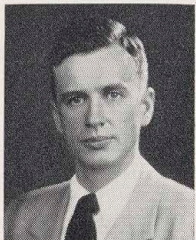
A meeting held recently at Blaine, Washington, and attended by interested persons from both Canada and the United States, resulted in formation of the "World Gardens" Foundation. Rogan Jones of Bellingham, Washington, was elected president.

The Foundation, which is sponsored chiefly by the Kiwanis Clubs of British Columbia and Whatcom and

Skagit counties, Washington, will develop plans to create a World Gardens park area near the famed International Peace Arch which spans the U.S.-Canadian boundary line at Blaine.

On land separate from but adjoining the Canadian and U.S. Peace Arch Parks, nations of the world will be invited to build gardens. Each nation will be allocated a plot in which to plant flora native to its area and erect statuary or small buildings.

GN Passenger Department Personnel Assignments



Mr. Delander



Mr. Paulson

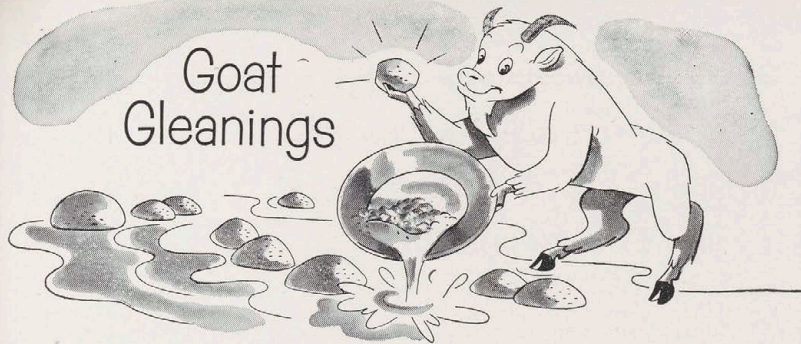
Newly appointed Great Northern Railway traveling passenger agent at Milwaukee, Wisconsin, is Paul T. Delander, who succeeds the late L. D. Kidd.

Clifford V. Paulson, Los Angeles city passenger agent, has been appointed traveling passenger agent there.

Delander, with Great Northern since 1947, was a traveling passenger representative on the Empire Builder, when assigned to San Francisco in 1951. He was appointed city passenger agent there in 1953 and has been district passenger agent since 1956.

Paulson's Great Northern service dates to 1948 when he joined the railway at St. Paul as secretary to the assistant passenger traffic manager. He was a passenger representative in the Minneapolis city ticket office when transferred to Los Angeles in 1957.

Goat Gleanings



Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1958, are: Fred G. Bradley, engineer, Gig Harbor, Wash.; Emil W. Engstrom, clerk, St. Paul, Minn.; Ralph G. Ferguson, engineer, Columbia Falls, Mont.; Joseph L. Gross, brakeman, St. Paul, Minn.; Amund Hanon, water service foreman, Fargo, N. D.; Fred A. Hills, general baggage agent, St. Paul, Minn.; Alvin L. Kochel, engineer, Havre, Mont.; John B. Kimball, travelling engineer, Vancouver, Wash.; Nicholas A. Ladner, conductor, Polson, Mont.; Charles J. Murphy, attorney, Grand Forks, N. D.; Arthur B. Moran, special accountant, St. Paul, Minn.; Edward P. McManus, conductor, Casselton, N. D.; Nolan K. Nelson, B & B carpenter helper, Superior, Wis.; John E. O'Hara, conductor, Wenatchee, Wash.; Dayton R. Phanco, agent, Somers, Mont.; William B. Sinclair, agent, Hibbing, Minn.; R. Clinton Steed, telegrapher, Sioux Falls, South Dakota.

Members reported pensioned during May, 1958, are: Edward U. Apitz, car repairer, W.F.E., Spokane, Wash.; Adolph Claussen, conductor, Minot, N. D.; Arthur E. Carpenter, agent, Helena, Mont.; Irl H. Fisher, section laborer, Breckenridge, Minn.; Mathew J. Gores, agent, Wildrose, N. D.; Martin B. Hanson, foreman, Willmar, Minn.; Vince M. Jankowski, foreman, Nashauk, Minn.; Gilbert F. Johnson,

agent, Blabon, N. D.; Julius A. Johnson, assistant chief clerk, Grand Forks, N. D.; William Larson, conductor, Breckenridge, Minn.; George J. Lemke, agent, Rugby, N. D.; Hiram J. Osman, conductor, Breckenridge, Minn.; Ludwig J. Osgard, engineer, Minot, North Dakota.

* * *

Ralph V. Backstrom of Seattle, Great Northern's assistant director, Industrial and Agricultural Development Department, has been re-elected president of the Keep Washington Green Association.

* * *

The Association of American Railroads' advertising campaign has been voted one of the two top campaigns of the year in the public relations category by the "Saturday Review." The "Saturday Review" said: "The campaign of the AAR is aimed at generating broad public understanding of the essential service performed for our economy by the nation's railroads and the stake our society has, therefore, in providing equitable conditions of competition and regulation for these indispensable carriers."

* * *

More than 1,700 communities from coast to coast plus hundreds of military establishments here and abroad, will observe June, 1958, as National Recreation Month.

Fifteen

THE STREAMLINED EMPIRE BUILDER

If Railroads did not exist—the U. S. would have to invent them!

SUPPOSE that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

The idea would be sensational.

High-speed tractors running on steel rails laid on privately-owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise. Imagine!

Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combinations. Of all things!

Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

The high-speed tractors on their twin ribbons of steel could even haul human beings, in addition to freight. If necessary, the human beings could be bedded down and hauled from one place to another in special cars with comfortable seats and all the comforts of home.

It would be an absolutely revolutionary idea—railroading. Provided it had just been invented, that is.

All the progressives and the folks who try to lend a helping hand to get new ideas off the ground would be 100 per cent for it.

All the politicians and administrators would be 100 per cent for it.

As for the militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for long-haul movement of heavy cargo than anything ever dreamed of heretofore.

The whole country would welcome the useful stranger with open arms and be alert for opportunities to give it a boost.

Cities and counties would tumble over one another to build things for it and to make free land available for its terminals.

Politicians would get into higher mathematics to subsidize it with financial gimmicks.

Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new. . . .

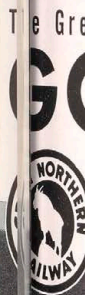
All railroads want is a chance to be as good as they know how to be if they are unshackled—set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

Railroads should be born again.

That is what would have to happen if they went out of existence.

If they did not exist, the United States would have to invent them. . . .

*From a recent editorial in the Canton (Ohio)
REPOSITORY and other Brush-Moore newspapers.*



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The Great Northern
GOAT

JULY 1958



The Great Northern GOAT



Vol 28 July, 1958 No. 7

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

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Pretty as a picture is Seattle's Miss Press Photographer Yoland Johnson as she leaves King Street Station aboard Great Northern Railway's incomparable Empire Builder, bound for St. Paul, Minnesota, and the National Miss Press Photographer finals. Seattle Times photo

Two

Your Railroads

Most people assume the train usually hits the car in a highway-railroad crossing accident.

This is not necessarily so. According to the National Safety Council, a third of the time, the car strikes the train. The council says the car does the hitting in half the night time accidents and in about one out of five day time car-train accidents.

The reasons are misjudged speed, starting up too soon after a train has passed without checking for trains in the opposite direction, ignored warning signals, drinking and driving, speeding, and familiarity with frequently used crossings.

According to the National Safety Council, the motorist must bear the biggest burden. He can stop quicker or swerve to avoid an accident, while a train cannot. It is the motorist's responsibility to be alert for signs, to watch his speed, and to stop if necessary.

Motorists can avoid car-train accidents if they will:

1. Approach highway-rail intersections with their vehicle under complete control, heed the round advance warning sign and be prepared to stop if necessary.
2. Use extra precaution if they can't see far down the tracks. Be sure the way is clear before crossing the tracks.
3. Obey traffic rules, and caution others to do the same.
4. Observe crossing signs, signals and markings.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Community sing group chimes out with "I've Been Working on the Railroad." From left: Gary Owen, Cam Craig, Buster Cook, Darlene Carr.



Watching the dawn unfold from baggage car door took the place of dancing as the night disappeared.



Stomping out a cool beat in baggage car ballroom are Lynne Engelsen, left foreground, and Sally Lou Wilson, center.

Great Northern "Proms on Wheels"

Ballard High School graduating seniors were one of three groups in the Seattle area which set out on Great Northern trains for their traditional all-night revel following commencement exercises.

Grads from West Seattle and Edmonds High Schools also had their own trains for a round trip to Vancouver, British Columbia, on graduation night. The Ballard grads left from a GN spur near their school; West Seattle seniors from a downtown track; and the Edmonds revelers from Great Northern's new suburban station in their community just north of Seattle.

With midnight departures, the Senior Specials carried their loads of about 250 celebrants on a leisurely ride along the shores of Puget Sound to western Canada's metropolis. At

dawn they were near the Peace Arch at Blaine, Washington, which marks the International Boundary. At breakfast time they arrived in Vancouver, boarded sightseeing buses to see the city and have breakfast at Hotel Georgia. The Edmonds class, the second such prom on wheels group in as many years from that school, extended their Canadian visit to a boat cruise in the North Arm of Vancouver harbor.

Each train contained coaches for celebrating grads and their chaperones as well as two baggage cars. One was decorated in school colors by each group and served as a ballroom. The other baggage car was fitted out with buffet serving tables for the serving of food.

Meals aboard the trains en route

(Concluded on page 4)

Three

PROGRESS IS A GREAT NORTHERN HABIT

GN Yard To Be Featured On Magazine Cover



Great Northern Railway's huge Gavin Yard at Minot, North Dakota, will be featured on the front cover of "Railroad Magazine" for October, 1958.

The cover photograph, reproduced above, was made by O. Winston Link of New York City, nationally known industrial photographer.

A brief description of Gavin Yard's electronic operation will appear elsewhere in the magazine as will a full-length article on other such U.S. and Canadian operations.

Another item in the same issue will mention Gavin Yard in connection with an account dealing with the scrapping of Great Northern's last steam power.

Glacier Hikes Resumed

The popular Garden Wall naturalist-conducted hikes in Glacier National Park have been resumed effective June 30.

This is a seven-mile hike near the Continental Divide from Logan Pass to Granite Park Chalets for lunch, and then dropping down four miles to Going-to-the-Sun Road. This outing is along a comparatively level trail that features many of the outstanding panoramas to be found in the park.

Also being resumed this season are the naturalist-conducted hikes from Logan Pass to Hidden Lake viewpoint, a three-mile round trip over mountain meadows. These trips will take place seven days a week at 10 AM and 2 PM.

Sperry Glacier naturalist-conducted trips leave from Lake McDonald Hotel each Tuesday and Friday, weather permitting. Overnight stay is at Sperry Chalets with return trips on Wednesdays and Saturdays.

PROMS ON WHEELS—Conclusion

and returning were served by members of the sponsoring chaperone groups from the Parent-Teacher Association. The sponsors and Great Northern worked out all travel and sightseeing features. U. S. and Canadian officials checked for customs and immigration aboard the trains in the same manner as these services normally work with passengers aboard Great Northern's streamlined Internationals over this same route.

Kalispell-Whitefish Bus Service

Great Northern daily bus service between Kalispell and Whitefish in

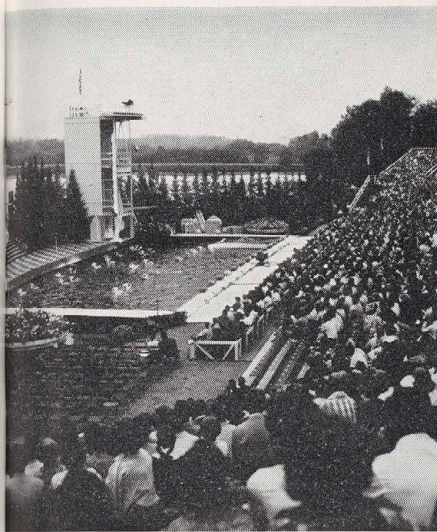
Montana, now is being operated as follows:

NORTHBOUND					
Lv Kalispell	5:40AM	10:10AM	1:30PM	3:25PM	5:10PM
Ar Whitefish	6:10AM	10:45AM	2:00PM	3:55PM	5:40PM
SOUTHBOUND					
Lv Whitefish	6:30AM	11:10AM	2:50PM	4:10PM	6:00PM
Ar Kalispell	7:00AM	11:40AM	3:20PM	4:40PM	6:30PM

Four

THE STREAMLINED WESTERN STAR

Lovely Pat Wilson registered surprise when she was chosen Queen of the Lakes during the 1957 Aquatennial.



The Aqua Theatre at Theodore Wirth Lake is the home of the famed Aqua Follies during Aquatennial time.

July is Aquatennial Time in Minneapolis

More than a million persons will view the 1958 Minneapolis Aquatennial staged July 18-27.

One hundred and twenty events, only five of them paid attractions, make this gigantic summer festival a tourist's dream.

Highlighting the 10-day program are two giant parades. Led by Vice President Richard Nixon, Grand Marshal, the Grande Day Parade will wind its way down Nicollet Avenue on Saturday, July 19. Colorful floats, bands and beautiful girls from every corner of the nation will participate in the gala Torchlight Parade on Wednesday, July 23.

The 1958 edition of the internationally famous Aqua Follies will start its 12-day run on July 16, featuring Olympic diving champions, precision water ballet and a colorful stage revue in an outdoor setting under the stars.

Dave Garroway's "Today" television show will originate from interesting Twin Cities sites on July 21, 22 and 23.

Capping the festival will be the selection of a new Queen of the Lakes at the Star Night and Coronation program on July 25. Selected from 40 candidates, she will succeed the 1958 queen, Pat Wilson. Such well-known personalities as Eddie Cantor, Arthur Godfrey, Bob Crosby, Jayne Mansfield, Eddie Fisher and James Stewart have graced the stage for this event.

The 115 free events provide the visitor with a super-abundance of variety. A Children's Day, outdoor interdenominational religious service, sports of all kinds, music contests and concerts and a two-day lake program climaxed by aerial fireworks make Aquatennial a must for any visitor to the Land of 10,000 Lakes.

Five

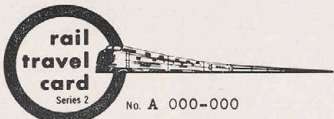

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Furlough Fares Extended

Reduced furlough fares for military personnel traveling in uniform at their own expense have been extended by the railroads to June 30, 1959. The reduced furlough fares for members of the Armed Forces would have expired on June 30, 1957.

This action provides round-trip fares for military personnel on furlough at a saving of as much as 1.4 cents per mile, and includes regular stopover and baggage privileges.

A "Charge Account" With 57 U.S. Railroads

	
No. A 000-000	
SUBSCRIBER	Company Name
CARD HOLDER	Your Name
SIGNATURE	

Executives and sales personnel of hundreds of firms as well as individuals make daily use of Rail Travel Credit Cards, honored on practically all of the nation's passenger-carrying railroads.

A Rail Travel Card saves time and trouble, provides a record for expense accounts and tax reports, and at the same time adds new convenience to the world's most enjoyable transportation system—the American Railroads.

The card may be used for "charge it" service at ticket offices. Mail order ticket buying is easy. Simply address a note or letter to the local ticket agent and enclose the Rail Travel Card. Card and rail and/or Pullman tickets will be sent by return mail.

There's no need to carry large amounts of cash. You may even sign for meals and refreshments in dining and lounge cars just as at a club.

Six

Your Rail Travel Card is a credit reference at the leading rent-a-car system offices. There's no delay, no deposit, no red tape.

In many leading hotels, you simply show your Rail Travel Card at the cashier's desk, sign your statement and get convenient billing.

A Rail Travel Card is a handy way to make your travel even more convenient, even more enjoyable. No deposit is required. One bill is rendered monthly.

For complete details contact any Great Northern travel office or representative, or write directly to the Rail Travel Credit Agency, Room 436, Union Station, Chicago 6, Illinois.

JA Charter Presentation



Shown above, Thomas Balmer, Great Northern vice president and western counsel, accepts framed mementos of the railway-sponsored Plant-All Products Company from the two Junior Achievement members who shared leadership of the youth company.

Kathy Murphy, second half president, and William Ehri, her predecessor, are shown presenting the framed charter and Achievement Award of Plant-All, Great Northern Railway's first sponsored JA Company in Seattle.

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Canadians Ride Great Northern Friendship Train To Minnesota Centennial Celebration

Approximately 75 Winnipeg, Manitoba, businessmen, civic leaders, city and provincial officials recently traveled to St. Paul, Minnesota, aboard a Great Northern Railway "Friendship Train" to participate in Minnesota State Centennial proceedings. The tour was a joint city-province venture and members lived aboard their Pullman cars while in the Twin Cities.

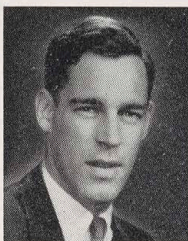
Winnipeg's famed Police Pipe Band, with members in full Highland uniform, and with Royal Canadian Mounted Police constables in dress uniform as escorts, traveled along with the party and contributed an authentic Canadian touch to the American celebration.

Members of the party, shown above in a photograph taken before departure of the train from Winnipeg are, left to right: M. Danzker, Winnipeg Investment Dealer; C. T. Alsop, Great Northern Railway District Passenger Agent; W. E. Organ, Director of Travel and Publicity; H. A. Luckhurst, Director of Industrial Development; two RCMP constables; Mayor Stephen Juba of Winnipeg; M. J. G. McMullen, Deputy Minister of Industry and Commerce; Pipe Major Neil Sutherland, Winnipeg Police Pipe Band; I. H. Blicq, Administrative Officer, Department of Industry and Commerce; Pipe Band member; N. R. Donogh, Information Officer, Department of Industry and Commerce.

Seven

THE STREAMLINED INTERNATIONALS

GN Superintendent Named



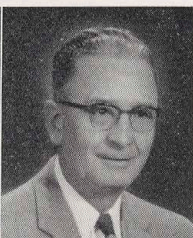
Mr. Cruikshank



Mr. Surlis



Mr. Holmquist



Mr. Hemmesch

Paul F. Cruikshank, Great Northern trainmaster at Seattle, Washington, has been appointed superintendent of the railway's Klamath division with headquarters at Klamath Falls, Oregon. The appointment is effective July 20.

The vacancy in Great Northern's superintendents' ranks is created by the approaching retirement of John P. Cameron, veteran superintendent of the Willmar division, with headquarters at Minneapolis, Minnesota.

In addition to the appointment of Mr. Cruikshank, the following changes are effective July 20:

Harry J. Surlis, superintendent of the Butte division at Great Falls, Montana, succeeds Mr. Cameron at Minneapolis.

Harold H. Holmquist, superintendent of the Minot division at Minot, North Dakota, succeeds Mr. Surlis at Great Falls.

Eight

Ralph H. Hemmesch, superintendent of the Klamath division, succeeds Mr. Holmquist at Minot.

Milton J. Sommers, trainmaster at Havre, Montana, becomes assistant superintendent of the Butte division at Great Falls.

Glacier's Scenery Finest

Glacier National Park in the Montana Rockies has been hailed as one of North America's 10 best summer vacation areas by one of the nation's leading travel writers.

The following comment is quoted from the article which appeared in the pre-vacation edition of a widely-circulated national magazine:

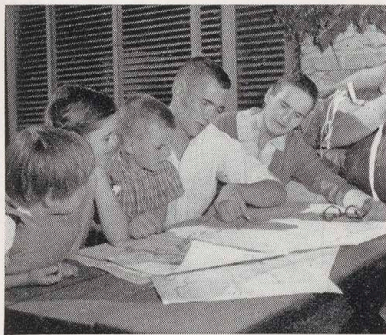
"Many, including the writer, believe America's finest mountain scenery lies in the (Glacier) park."

Also mentioned were New York City, Colorado, Florida's beaches, the Great Smokies, the New England Coast, Michigan, the Teton-Yellowstone area, California, and the Canadian Rockies.



PROGRESS IS A GREAT NORTHERN HABIT

Cincinnati Family Cruises Lewis and Clark Route



From left: Susie, Christine, Chris, Arthur, Wayne and Mrs. Spelius look over charts of their long river route. Cincinnati Enquirer photo by Allen Kain.

An Ohio mother and her four children ranging from two to 15 years of age were recent Great Northern passengers between Chicago and Great Falls, Montana.

But Great Northern did not sell round trip tickets in this case, because the family is returning to Cincinnati by boat!

Mrs. William J. Spelius of Cincinnati and her children Susie, 2; Chris Arthur, 6; Christine, 9; and Wayne, 15, sailed eastbound on June 15 from Fort Benton, Montana, which is just east of Great Falls, in a new fiberglass 19-foot cabin cruiser powered by a pair of 40 horsepower outboards. The 3,000 mile journey to Ohio reverses the route used during the last century by the Lewis and Clark expedition. Various boat clubs and the U.S. Corps of Engineers have expressed willingness to be of assistance in negotiating the five portages that are involved.

The trip as planned, follows the course of three rivers—the Missouri, the Mississippi and the Ohio, and will touch in 11 states—Montana, North Dakota, South Dakota, Nebraska, Iowa, Missouri, Kansas, Illinois, Ken-

tucky, Indiana and Ohio. Most of the trip will be on the Missouri.

The first leg of the trip, the 300 miles on the Missouri River from Fort Benton to Fort Peck was made in company with other craft taking part in the annual cruise of the Yacht Club of Montana. During the rest of the journey they'll be on their own.

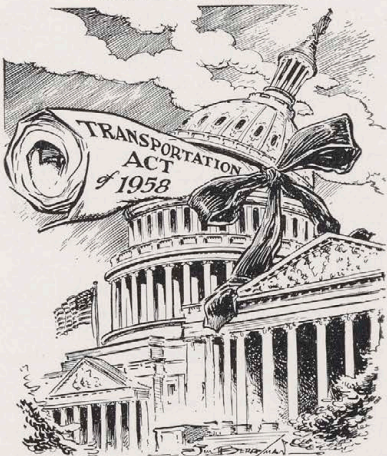
Mr. Spelius expects to join his family when they are about four days from Cincinnati, probably at St. Louis.

BC Group Elects

Named to head The Vancouver (British Columbia) Passenger Men's Association as president for the 1958-59 year is Al Copland of the Cunard Line.

Other officers elected at the recent annual meeting include Don Teed, Great Northern, first vice president; Fred Fisk, Canadian Pacific Airlines, second vice president; Gerry Tristram, Lloyds World Travel, third vice president; Lindsay Laws, Union Steamship Company of New Zealand, secretary; James Gorman, Canadian National Railways, treasurer.

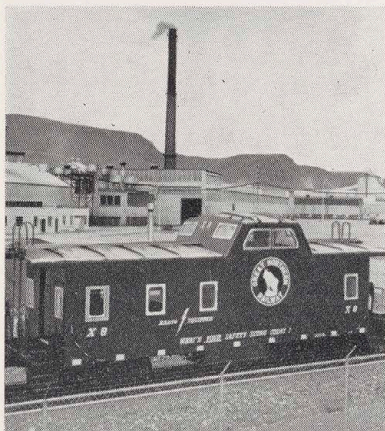
NEEDED NOW !



Nine

THE INCOMPARABLE EMPIRE BUILDER

Great Northern Builds Streamlined Cabooses



Distinctive new "streamlined" aluminum-roofed GN caboose at Alcoa's primary aluminum plant near Wenatchee, Washington.

Now in service on the Great Northern system are 30 new cabooses, recently constructed at the railway's St. Cloud, Minnesota, car shops.

Distinctive in appearance and unique in construction, the units feature "streamlined" sloping cupolas fabricated of aluminum and aluminum roof sections.

The cars are 32 feet in length and are of welded construction with cushion underframes. The interior is faced with plywood and fiberglass insulation is employed in walls, ceiling and floor. Oil burning heaters are used.

Car body side and end windows and cupola end windows are extruded aluminum double glazed sash units. Cupola side windows are EMD drop sash.

Great Northern expects lower maintenance costs from the aluminum roofs because of the metal's resistance

to corrosion. The superior reflectivity of the unpainted roofs should make the cars appreciably cooler under the hot summer sun.

GN Vets Elect

Well over 1,000 members of the Veterans' Association of the Great Northern Railway attended the organization's annual meeting held on June 14 at the Radisson Hotel in Minneapolis, Minnesota. Master of ceremonies at the evening banquet was Clyde A. Pearson, Great Northern vice president—personnel.

W. F. Stoll of Pennington, Minnesota, was named president. Other officers include F. C. Spencer of Minneapolis, vice president, and J. C. Marthaler of West St. Paul, secretary and treasurer. Newly-elected director is William H. Brown of St. Paul. F. C. Spencer of Minneapolis and A. M. Harvey of Seattle were re-elected directors.

Industrial Rail Tour

St. Paul's industrial potential will be studied by business leaders on a railroad tour of the area planned for July 23, by the Chamber of Commerce Industrial Committee.

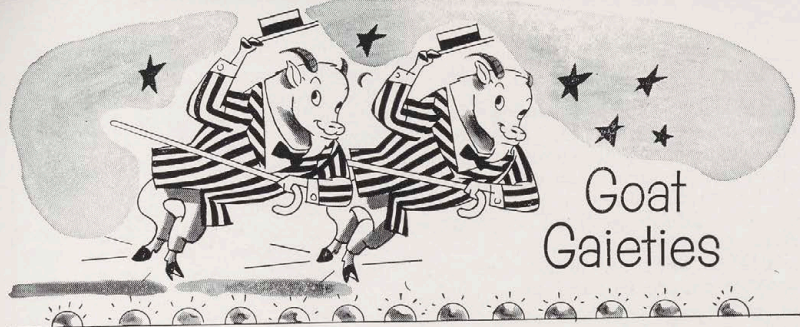
An eight-car train of observation flat cars, provided with seating, and coaches, will be operated by the railroads serving St. Paul. Provisions for luncheon have been made as the tour will start in the morning and continue into the afternoon.

Passengers will include members of the Chamber of Commerce and the Transportation Club of St. Paul. An attendance of between 200 and 300 is anticipated.

All principal industrial districts throughout the city and contiguous areas will be visited.

Ten

THE STREAMLINED RED RIVER



Temporarily Dehydrated

A naughty little girl was put in a clothes closet for punishment. For 15 long minutes there wasn't a sound. Finally, the stern but anxious mother opened the door and peered inside.

"What are you doing in there?" she asked.

From the darkness came the emphatic answer, "I'm thpittin' on your new hat, I'm thpittin' on your new dreth, I'm thpittin' on your new thatin thlippers and—and—." There was a breathless pause.

"And what!" cried the mother.

Came the voice of vengeance, "Now I'm waitin' for more thpit!"

* * *

Inconvenient, Too

The woman barged into the doctor's office carrying a ten-year-old boy.

"Doctor!" she shrieked. "Herman swallowed our mantel clock!"

"Heavens!" gasped the doc. "Does it bother him?"

"Bother him?" exclaimed Mama. "Me it bothers!"

"But why should it bother you?"

"Every time I go to wind it, he bites my finger."

* * *

Frustration

Father: "What's the matter with Junior?"

Mother: "He has dug a hole and wants to bring it into the house."

The Intellectual Type

The candidates for the school's "best all-around boy" had been narrowed down and the final decision hinged on the answers to such subjects as dating and opinions of the opposite sex.

The leading contender was asked: "What is the first thing you notice about a girl?"

"That," he declared, "depends upon which way she's going."

* * *

A Rider Please

"Now that will be a premium of \$16.37 per month on a straight life," said the insurance salesman. "That's what you want, isn't it?"

"Well," the customer replied, "I would like to play around a little on Saturday nights."

* * *

Hard To Convince

"You don't speak nicely to me the way you used to," she said. "I guess you just don't love me any more."

"Don't love you," he muttered. "There you go again. Don't love you! Why, I love you more than life itself. Now shut up and let me read my book."

* * *

Predictable

"The boss is mean," the man told his wife, "but he's fair."

"What do you mean by that?"

"Well, he's mean to everybody."

Eleven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Our Colleges Need Help

BECAUSE . . . Our College faculties and facilities are now being stretched to the maximum. College enrollment is now at an all time high of 3 million. Estimates for 1966 vary from 5 million to 6 million college students.

BECAUSE . . . unless additional capable college teachers are available in additional classrooms and laboratories the quality of our high education is bound to decline.

BECAUSE . . . higher education is vital to the strength of our democracy—especially in our present “battle of brains” with the Communist world.

BECAUSE . . . to make such support available all Americans must appreciate their stake in the nation's colleges—students and alumni, parents seeking better education for their children, industries requiring highly trained personnel and all citizens interested in a stronger and better-led nation.

Our colleges are not ready. With the greatly enlarged enrollments still to come, our colleges are already suffering from acute shortages. *Most serious is the unavailability of an adequate number of qualified college teachers.* As a rock bottom estimate \$500 million more each year will be required to put capable teachers into sufficient classrooms and laboratories and to keep them there.

Unless the need is met our system of private and public higher education will decline in the era which we now have entered.

GN Educational Rail Trips

Nearly 13,000 children made educational rail trips on Great Northern trains within the State of Washington during the past school year.

N. D. Keller of Seattle, Great Northern general passenger agent said that 12,849 children made the trips to learn about trains, and that

heaviest travel by school and youth club groups occurred between May 15 and May 31 when 3,287 made trips.

Children, escorted by teachers and parents, make either one-way or roundtrip journeys between such stations as Seattle and Everett, Portland and Longview, Tacoma and Seattle, Edmonds and Mount Vernon.

Plan Waterton Motel

Extensive expansion of visitor accommodation facilities at Prince of Wales Hotel in Waterton Lakes National Park is being planned by the Glacier Park Company, Great Northern Railway subsidiary company.

Now in the blueprint stage is a 78 unit motel to operate in conjunction with 100-room Prince of Wales Hotel. The additional accommodations will permit more conducted tours to visit the Canadian park. The motel accommodations will be used primarily by visitors travelling individually.

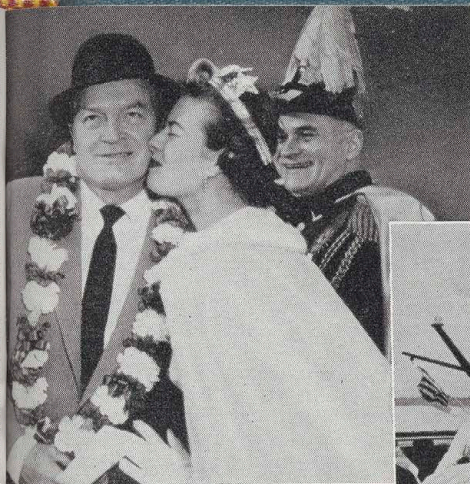
Tacoma NDTA Head Named



Mr. Koenigs

C. M. Koenigs of Tacoma, Washington, Great Northern Railway traveling passenger agent, has been elected president of the Tacoma Chapter of the National Defense Transportation Association.

Other recently named officers include A. J. Demers, Scheduled Airlines, Fort Lewis, first vice president; Colonel Harry Myers, transportation officer, Fort Lewis, second vice president; Carl Wilhelm, Greyhound Lines, Tacoma, secretary; John Irwin, U.S.A.C. Transport Company, Tacoma, treasurer.



Entertainer Bob Hope gets a sample of Seattle's Seafair hospitality during a recent visit to the Washington city. Hope and Bing Crosby have accepted invitations to appear as honorary grand marshals of the Seafair Parade on August 2.

Most popular Seafair event with out-of-town visitors are the free hospitality cruises on Lake Washington. Members of the Seattle Power Boat Squadron donate the use of their boats for the cruises.



Ten Fun Filled Holidays in Seattle

Seattle's 1958 Seafair, ten fun-filled holidays, with something happening every minute around the clock, is the city's offering to the nation's tourists this summer. The ninth annual edition of the salty maritime festival is scheduled August 1 through 10.

This salt and fresh water funorama points up the fact that the Puget Sound area has over 60,000 registered boat owners. Visitors and natives enjoy events ranging from salmon derbies to square dances; from community festivals to parades; from summer outdoor extravaganzas to sports car races. And year-around skiing and mountain fishing and hiking are but an hour away.

Highlighting the celebration are the championship Gold Cup unlimited hydroplane races on beautiful Lake

Washington. Gold Cup on August 10 is the climax to the 10-day maritime celebration when over half a million people along 20 miles of beaches, hills and log booms, thrill to this racing classic.

The spoiler of Seafair, Davy Jones, lands with Captain Kidd and the crew of motley pirates on July 31, and from that moment on, there is never a dull moment. On August 1, the true ruler of the carnival, King Neptune IX will be named. The Queen of the Seas is crowned on August 5.

Prior to and during Seafair, top entertainment is staged at the outdoor Aqua Theatre on Green Lake. Preceding Seafair will be the musicals "Guys and Dolls" and "Show Boat." The spectacular water show featuring top

(Concluded on page 14)

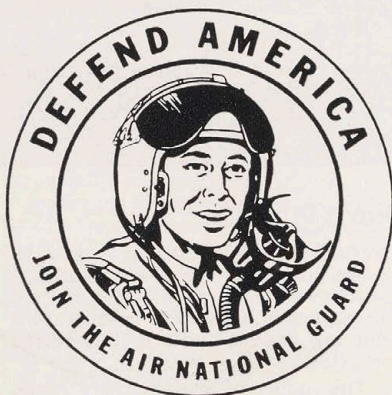
Thirteen

THE INCOMPARABLE EMPIRE BUILDER

Plan 20-Mile GN Extension

Permission to build a 20-mile branch line extending from Glasgow, Montana, to the big new U.S. Air Force Base under construction north of the city is being sought by Great Northern Railway in an application filed recently with the Interstate Commerce Commission.

It is expected that construction of the branch would begin shortly following approval of the application by the Commission. Grading of the line would be contracted, with Great Northern forces laying the track. The project, estimated to cost in excess of \$1,000,000, would require about a month to complete.



Cost of Rail Operations

The cost of operating the Class I railroads of the United States in 1957 averaged \$22,542,000 a day—Saturdays, Sundays and holidays included. This does not take into account their outlay for taxes, rentals, interest on borrowing money, dividends to stockholders, improvements in plant and equipment and other costs of keeping in business. These additional items amounted to about \$6,200,000 a day.

Fourteen

GN Conscience Fund \$500 Richer

The current activity in our nation's capital to help the railroad industry apparently nudged someone's conscience.

A clerk in Great Northern's Treasurer's Department in St. Paul, opened an envelope the other day and pulled out five new \$100 bills. The money was clipped to a note on which was printed the word "conscience."

Postal marking on the envelope indicated that it was mailed on June 23 in North Dakota on a railway post-office car of the streamlined Western Star.

R. M. O'Kelly, Great Northern treasurer, said that the \$500 is the largest single conscience contribution the railway ever has received.

FUN FILLED HOLIDAYS—Conclusion

stage acts and Olympic swimmers and divers, "The Aqua Follies of 1958," plays July 31 thru August 13.

A calendar of this year's major Seafair events includes free hospitality cruises for out-of-town guests; a two-mile-long Grande Seafair parade; a Japanese Bon Odori Festival; Chinese Community Festival; spectacular Torchlight Parade and Fiesta of Floats, and the parade of warships of the Pacific Fleet in Elliott Bay.

Natural proximity of water in and around Seattle gives the annual Seafair celebration its heritage. Within the city are two fresh water lakes—Lake Union and Green Lake. Forming the eastern boundary is Lake Washington. Eight-mile-long Lake Washington Ship Canal and the Government Locks connect Lakes Washington and Union with Puget Sound.

Seattle is the gateway to Alaska and the Orient and home of the mighty salmon fishing fleet of Alaska. More than 193 miles of waterfront provide the setting for most of the 190 events during the 10-day Seafair.

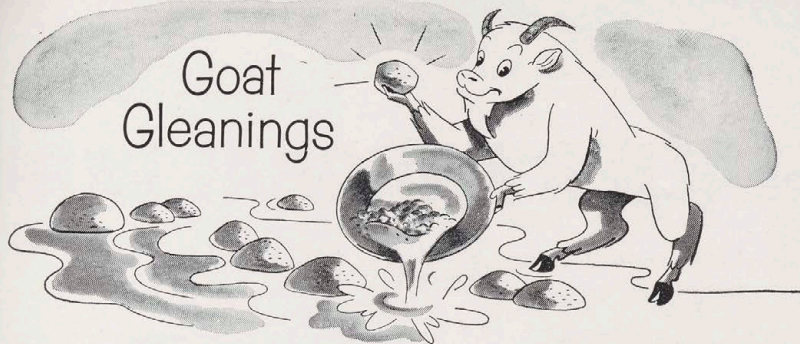
PROGRESS IS A GREAT NORTHERN HABIT

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Goat Gleanings



Dr. Abbott Skinner of St. Paul, Minnesota, has been appointed chief medical officer of Great Northern Railway. He succeeds the late Dr. Roscoe C. Webb of Minneapolis.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1958, are: Carl A. Ahlstrom, agent, Rogers, Minn.; Hans Bergum, section laborer, Cottonwood, Minn.; John J. Bednorz, engineer, St. Paul Minn.; Harvey Leeds, engineer, Havre, Mont.; Louis P. Larson, engineer, Minneapolis, Minn.; Louis T. Mattson, machinist helper, Minneapolis, Minn.; William R. Olson, section foreman, Alexandria, Minn.; George L. Peters, machinist, Grand Forks, N. D.; Peter A. Reiter, machinist, St. Cloud, Minn.; Harry E. Randall, conductor, Havre, Mont.; George Schiedinger, carman, St. Cloud, Minn.; Thomas Stinebaugh, machinist, Great Falls, Mont.; Adam F. Verner, machinist, Minot, North Dakota.

Members reported pensioned during June, 1958, are: Roy Charlesworth, machinist, Grand Forks, N. D.; William H. Friemuth, switchman, St. Paul, Minn.; William J. Garberding, section foreman, Grand Rapids, Minn.; Boleslaw A. Jaszczak, assistant foreman, St. Paul, Minn.; Samuel J. G. Klock, steward, St. Paul, Minn.; Charles Klinger, boilermaker, Breck-

enridge, Minn.; William W. Larson, conductor, Fargo, N. D.; Frank P. Nelson, conductor, Superior, Wis.; Arthur B. Quam, engineer, Bemidji, Minn.; Harry E. Randall, conductor, Havre, Mont.; Peter Shae, engineer, Williston, N. D.; Roy H. Snider, brakeman, Seattle, Wash.; Leo T. Tower, switch foreman, Spokane, Wash.; William A. Wicker, St. Paul, Minnesota.

* * *

The 13th Annual Reunion of the Military Railway Service Veterans will be held at the Mayflower Hotel, Washington, D. C., September 19, 20 and 21. Inquiries regarding this organization may be directed to Mr. Fred W. Okie, Secretary, Military Railway Service Veterans, 1800 Frick Building, Pittsburgh 19, Pennsylvania.

* * *

Farm Safety Week will be observed during the July 20-26 period.

* * *

Officers of the College of Advanced Traffic Alumni, Detroit, Michigan, for 1958 are: John Craig, Shwayder Brothers, president; W. Anspach, National Transit Co., vice president; Virginia Barbour, Shwayder Brothers, treasurer; Ed Hucul, Parke Davis Company, financial secretary; Paul C. Ivory, Great Northern, recording secretary; Jack Tracey, Chevrolet Division, G.M.C., parliamentarian.

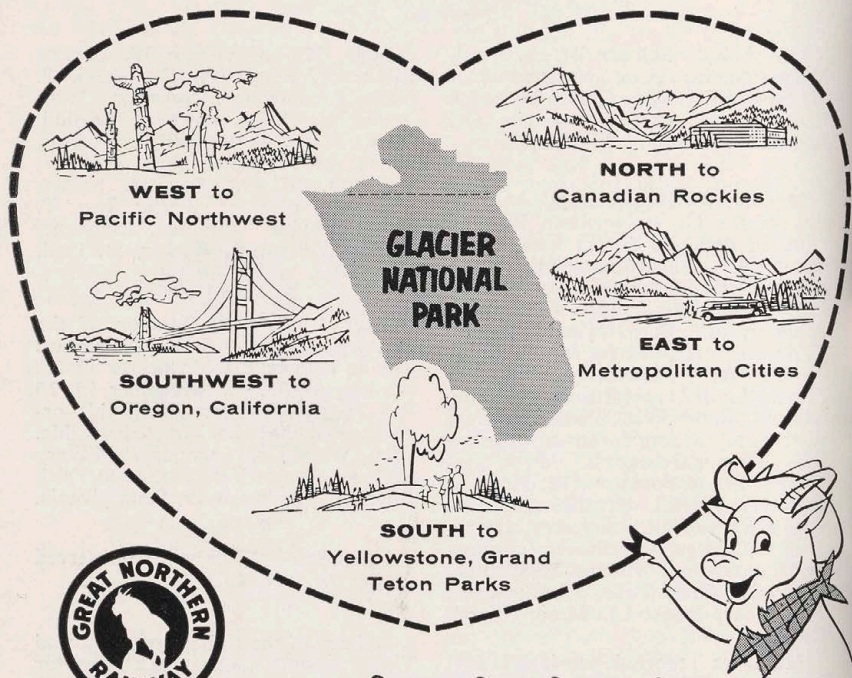
Fifteen

THE STREAMLINED EMPIRE BUILDER

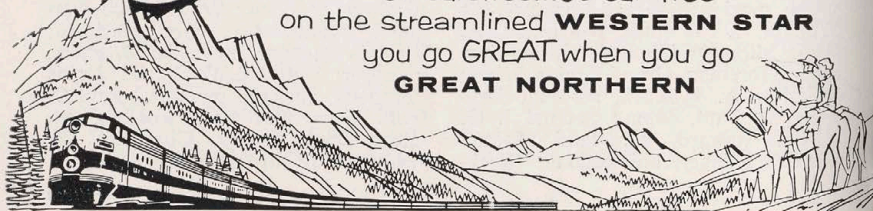
Heart of vacationland ☺ way out west!

GLACIER NATIONAL PARK

High in the rugged  Montana Rockies!



Go carefree...Go car-free
on the streamlined **WESTERN STAR**
you go **GREAT** when you go
GREAT NORTHERN



The Great Northern

GOAT

AUGUST 1958



The Great Northern GOAT



Vol 28 August, 1958 No. 8

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

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



These young visitors to Glacier National Park in the Montana Rockies are obviously impressed with the statuesque bear-grass blooms they have found at Logan Pass, where Going-to-the-Sun Road crosses the Continental Divide.

Two

Your Railroads

Railroads last year again proved themselves the safest way to travel. Comparing the safety experience of railroads, air carriers, busses and passenger cars, the Association of American Railroads reported that travel by railroad in 1957 was nearly twice as safe as travel by domestic airline and bus and about 37 times as safe as travel by automobile and taxi.

The AAR summary, which included statistics of the Interstate Commerce Commission, the Civil Aeronautics Board and the National Safety Council, showed that while volume of travel by automobile was 10 times that by public carriers, the automobile fatality rate was 22½ times that of rail, air and bus lines combined. Fatalities in automobile accidents last year totaled 25,700, against 70 for busses, 31 for air carriers and 17 for railroads.

The compilation revealed that a passenger could have traveled 1,524 million miles last year by railroad without being involved in a fatal accident. Domestic air carriers, on the other hand, experienced one fatality for each 847 million miles; busses, one for every 730 million miles, and passenger cars, one for every 39 million miles.

The railroads' safety mark last year was the second best in their history. According to the AAR, it was bettered only in 1952 when the railroads recorded one fatality for each 2,431 million miles of passenger travel—the equivalent of 100,000 trips around the world.

The Association also disclosed that passenger fatality rates in 1957 for all forms of transportation, public and private combined, reached their second lowest level in a decade.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Great Northern Co-Sponsor Of Montana Resources Survey

Great Northern Railway and Pacific Power & Light Company are jointly sponsoring a comprehensive mineral exploration and geological mapping project in Flathead, Lake and Lincoln counties of Montana, in cooperation with the Montana Bureau of Mines and Geology.

Goal of the five-year program is the location of mineral deposits and other raw materials that can be developed by industry to help stimulate the expansion of the economy of the Western Montana communities served by the two companies.

Great Northern and Pacific Power are financing the establishment of a Bureau of Mines and geology field office in Kalispell from which a staff of geologists will direct the program. Both companies also will have trained geologists and industrial engineers assigned to the project as the work progresses.

Willis M. Johns, geologist of the Montana Bureau is to be resident geologist with headquarters at Kalispell. A graduate of the Montana School of Mines, Johns has worked on exploration projects in Utah, Nevada, Colorado and New Mexico while employed by American Smelting and Refining Company. He left the internationally-known mining company in 1956 for graduate study at the Montana school, during which time he engaged in state bureau projects involving both minerals research and surface geology mapping in Montana.

According to E. G. Koch, director of the state bureau, large areas of Flathead, Lincoln and northern Lake counties have not been adequately explored to determine the mineral resources, nor have they been adequately mapped. This project will contribute substantially to the information necessary for the future growth of the economy of the area and the mineral industry in particular.

In a joint statement, Pacific Power and Great Northern announced:

"The rock types and regional framework resemble those of the rich Coeur d'Alene district of Idaho and Kimberly district of British Columbia. These possibilities should be thoroughly explored.

"Many opportunities for industrial expansion also exist in the development of deposits of useful non-metallic materials which may be uncovered during the long-range program."

The sponsors reported the project has resulted from preliminary investigations by geologists and industrial engineers of both companies, the State Bureau and others. While working independently of one another in past years, the geologists have been confronted with similar problems related to inadequacy of geological information.

The joint program is designed to meet the needs of the professional geologists and independent prospectors by providing adequate geological mapping so they can program their explorations and project their findings toward the most promising possibilities for productive results.

A free minerals identification service will be offered at the bureau's field office as a means of stimulating the activity and interest of independent prospectors in the search for commercially valuable minerals and other raw materials.

Peace Park Group Convenes

The 26th Annual Meeting of the Waterton-Glacier International Peace Park Association was held at Glacier Park Lodge July 26 and 27.

The organization, sponsored by Alberta and Montana Rotary Clubs, was instrumental in establishing Waterton and Glacier Parks as Waterton-Glacier International Peace Park in 1932 through acts of the U. S. Congress and Canadian Parliament.

Three

PROGRESS IS A GREAT NORTHERN HABIT

Hungry Horse News Wins National Photo Award

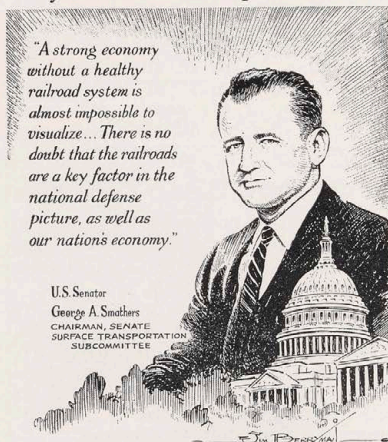
National recognition for the second consecutive year has come to the Hungry Horse News, weekly newspaper published at Columbia Falls, Montana, by Mel Ruder.

Editor Ruder's publication was awarded third place among 2,043 entries for the best use of photographs. The News in 1957 took second place in this category as well as an honorable mention in the best news story bracket.

In 1951 the paper took first place for picture use. There was a third place award in 1949 for special editions besides a pair of honorable mentions in 1954.

Other Montana winner this year was the Hardin Tribune-Herald with an honorable mention for the special edition commemorating Hardin's 50th anniversary.

The National Editorial Association, sponsor of the annual competition, is the largest of all newspaper organizations with 5,600 members including most of the nation's weeklies and many of the non-metropolitan dailies.



Four

U. S. Transportation Study Group Named By Senate

Enactment of "first step" legislation to provide the railway industry equality of competitive opportunity and treatment indicates an awareness by Congress and the public that the problems of the carriers are serious. The railroads have suffered from over-regulation and governmental policies that are restrictive, discriminatory and result in higher transportation costs to the shipping public.

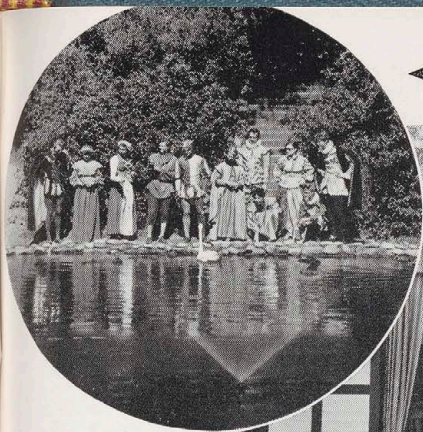
A number of the proposals recommended by the Senate Subcommittee on Surface Transportation were not included in the enacted legislation and these are important to revitalizing and restoring financial health to the industry.

The Senate clearly recognized that legislation passed at this session only partially corrected restrictive governmental policies and outmoded regulations by adopting a resolution providing for a study and recommendations by three transportation experts. They are to report their findings within 18 months.

The study group will give consideration among other things to:

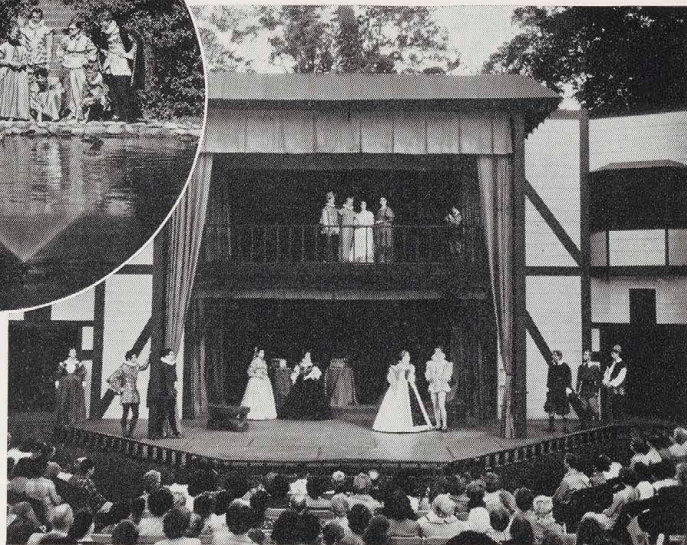
1. The need for regulation of transportation under present-day conditions, and, if there is need for regulation, the type and character of that regulation.
2. The area of federal policy dealing with government assistance provided the various forms of transportation and the desirability of a system of user charges to be assessed against those using such facilities.
3. The ownership of one form of transportation by another, presently either forbidden or made extremely difficult under existing statutes.
4. Policy considerations for the kind and amount of railroad passenger service necessary to serve the public and provide for the national defense.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



← Shakespearean actors from the Ashland Festival take time off to feed the swans in Lithia Park.

Plays of the Old Bard come to life in authentic Old English style each August during the Ashland, Oregon, Festival of Shakespeare's plays. →



The Oregon Shakespearean Festival

Nearly 24 years ago, William Shakespeare outdrew a boxing match in Ashland, Oregon, and, with the exception of the years when he bowed to the demanding interests of World War II, the Bard has been the entertainment champion of southern Oregon.

The Oregon Shakespearean Festival was born in 1935, growing out of demand for fulfillment of local needs and put together by local talent. During the post war years, this month-long festival has attracted actors, technicians and students from all over the country.

Each year, four and sometimes five plays are presented during the month of August. The performances are presented on an outdoor stage. Continental seating assures maximum visibility and audience comfort.

The Oregon Shakespearean Festival was the brain child of Professor Angus L. Bowmer of Southern Oregon College. To Bowmer, a theatre was needed for teaching the full appreciation of Shakespeare.

Obtaining this theatre proved to be reasonably simple, and was accomplished by adapting a long neglected Chautauqua building which stood in the city's Lithia Park.

From Southern Oregon College Professor Bowmer brought his production of *The Merchant of Venice*, and added *Twelfth Night* as a companion piece.

It was at this point that Mr. Shakespeare was matched with the boxers. For those sponsors skeptical of the famous playwright's drawing power, it

(Concluded on Page 6)

Five

THE STREAMLINED WESTERN STAR

Stanford Celebrates Golden Jubilee



Visitors from several Canadian provinces and many states were present at the Golden Anniversary Celebration held at Stanford, Montana, July 19.

Old timers donned clothes of yesteryear to help the western town celebrate its 50th anniversary and bearded men with six shooters tied low on their hips prowled the streets.

A high spot in a full day of parades, games, beard contest, speechmaking and other events was the driving of a "golden" spike commemorating the day, also 50 years ago, when Great Northern rails entered the area.

Shown above, V. C. Hankins, Great Northern assistant division superintendent, Great Falls, drives the spike.

OREGON FESTIVAL—Conclusion

was agreed to include a boxing card. Receipts from the plays paid the deficit from the boxing, and the Bard's ability to hold his own has not since been questioned.

By 1939, the season's repertoire

Six

had been increased to four plays, and *The Taming of the Shrew* was taken on tour to the San Francisco World's Fair.

Growth has been rapid since World War II, and with national recognition came performers and students from all over the United States for the opportunity of studying and working with an authentic Elizabethan stage, and for the chance to see rarely-produced plays. The institution which at first was developed from purely local talent has grown far beyond its original confines.

Played in the open air, and uninterrupted by scenebreaks or intermissions, the Ashland Festival continues to be a source of enjoyment to thousands of visitors each year.

Centennial Train Draws Huge Crowds

As Minnesota's Centennial Train travels south for its showing at the Minnesota State Fair and Centennial Exposition, August 23—September 1, indications are that original attendance estimates will be exceeded by more than 100,000 persons.

The half-millionth visitor viewed the train August 7 at Brainerd. Originally, Centennial train officials predicted about 500,000 persons would tour the train during its 138-day, 97-stop run. Now it appears the 600,000 mark might be reached when the train concludes its itinerary September 3, at Shakopee.

Train director C. C. Schueble reports enthusiastic receptions wherever the train appears, and many of the towns have had Centennial and civic celebrations and parades in conjunction with the train's appearance.

In Hibbing on July 28, 7,267 persons went through in 13 hours for a one-day attendance record.

At the State Fair, the Centennial Train will be located on the south edge of the fairgrounds. Admission to the train itself is free.

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN

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GN Top Level Executive Changes

Two distinguished Great Northern careers totaling 92 years were terminated with the July 31 retirement of Vernon P. Turnburke of St. Paul, vice president, Executive Department, and of Thomas Balmer of Seattle, vice president and Western counsel.

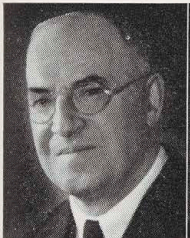


Mr. Turnburke



Mr. Downing

At railway headquarters in St. Paul, assistant to the president Robert W. Downing has succeeded Mr. Turnburke. Charles A. Eckert, general attorney—lines West, was elected to the vice presidency and Western counsel post vacated by Mr. Balmer.



Mr. Balmer



Mr. Eckert

Mr. Turnburke, nationally recognized as one of the railway industry's top financial men, was with the Michigan Central and Milwaukee Road before coming to St. Paul in 1917 as Great Northern's first statistician. The following year he was drafted by the U.S. Railroad Administration as assistant manager, and later manager, of the operating section in Washington, D. C. Returning to Great North-

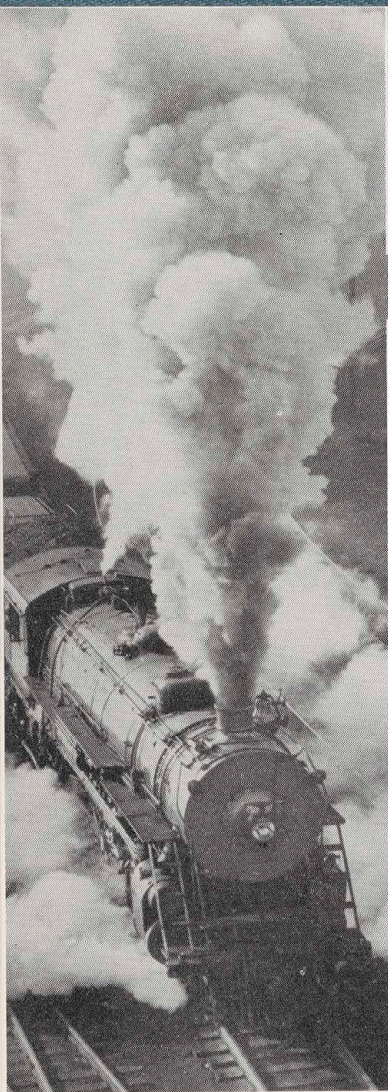
ern in 1920, Mr. Turnburke became general auditor in 1925, and assistant to the president in 1942. Election to the vice presidency came in 1946.

Mr. Balmer, formerly of St. Paul, joined the railway's Seattle law office in 1907 while attending University of Washington law school. He held various positions in Seattle and Spokane until transferred to St. Paul in 1926 as assistant general counsel.

In 1929 Mr. Balmer returned to Seattle as Western counsel, and in 1937 he was elected vice president—executive department, retaining the title of Western counsel. A long-time regent of the University of Washington, he is regarded as one of the state's top-ranking business and financial men.

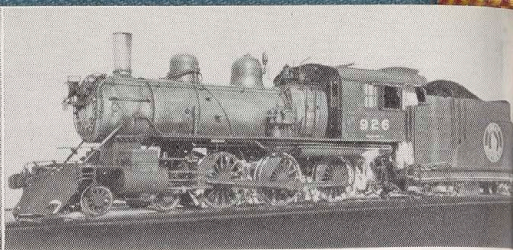
Mr. Downing is a civil engineering graduate of Yale University who began his railroad career with the Pennsylvania Railroad in 1935. He came to Great Northern in 1938 as assistant to the division superintendent at Whitefish, Montana. Subsequent appointments saw him as division roadmaster at Whitefish; division roadmaster and then trainmaster at Great Falls, Montana; trainmaster at Glasgow, Montana, and at Spokane, Washington, and division superintendent at Minot, North Dakota. As assistant to the president in St. Paul since 1956, Mr. Downing has represented Great Northern in consolidation studies being conducted jointly with the Northern Pacific, Burlington, and Spokane, Portland & Seattle Railways.

Mr. Eckert joined Great Northern as an attorney in Seattle in 1942 following 21 years of private law practice. He is a graduate of the University of Washington law school and a member of the bar in that state. Named general attorney—lines West in 1952, he previously had been assistant Western counsel and senior assistant Western counsel.

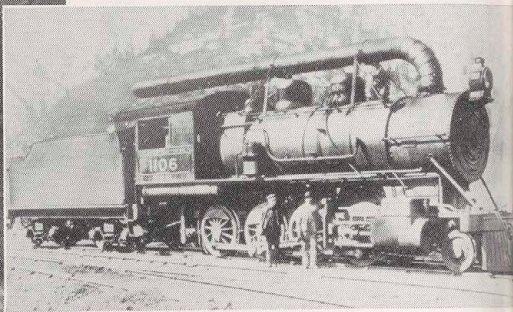


Baldwin built Mountain type P-2 is shown pulling the first Empire Builder out of St. Paul. No. 2517, pictured, in 1925 won the "Marathon" name by making a fast 3,600-mile round trip between Seattle and St. Paul without requiring mechanical attention.

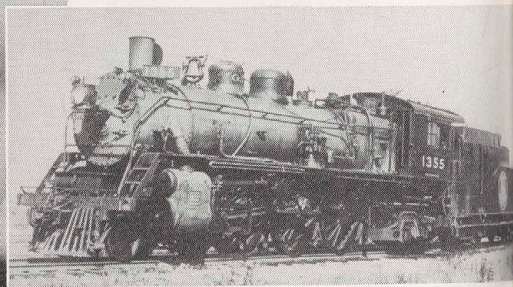
Largest locomotive in the world when built in 1929 in GN shops was this Class R-2 simple articulated freight engine. Wheel arrangement is 2-8-8-2. ➔



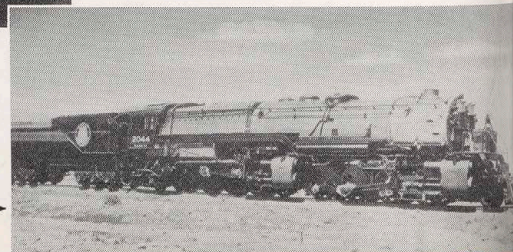
Dual purpose Class E-6 ten wheeler was built by Rogers in 1902. This type of locomotive was used extensively in passenger, freight and switching service.



Prior to electrification of the original Cascade Tunnel, locomotives operating there were equipped with elongated stacks to carry smoke beyond the cabs.



This Class H-5 Pacific type oil-burning passenger locomotive No. 1355, was recently donated to Sioux City, Iowa for permanent exhibition there.



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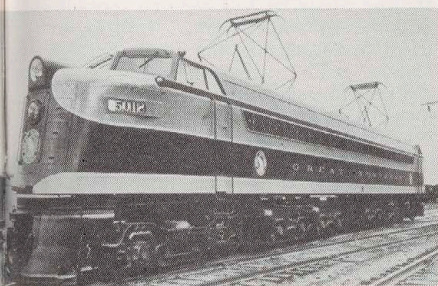
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THE AGE OF STEAM ENDS ON GREAT NORTHERN



The William Crooks, Great Northern's No. 1 locomotive, was built in 1861. It powered the first train operated in Minnesota.



The world's most powerful single cab electric locomotives were used in the Cascade Tunnel prior to ventilation which permits diesel-electric operation.



The era of steam, fading in faint puffs since 1952, when diesel locomotives first outnumbered steam-powered engines on Great Northern, has come to a quiet end on "Jim Hill's railway." The GN, once famous for high-driving monsters on its Rocky Mountain grades, has retired its 36 remaining steamers.

All but six of these aging locomotives are destined for scrapping. The survivors will never pull a train again, but their boilers will be ready to generate steam to thaw ore cars during freezing weather at Great Northern's Allouez iron ore classification yards at Superior, Wisconsin. They no longer are classed as motive power.

Great Northern, which only two years ago had steam, electric and diesel power units in active service on its

(Concluded on page 10)

Forerunner of Great Northern's huge fleet of modern diesel-electrics was this 600 HP unit placed in service in 1926. It was one of the first diesel-electrics in the nation.

J. B. Temple Joins Glacier Park Company

Jerome B. Temple, veteran Florida hotel man, has been named general manager of the Knutson Hotel Corporation of Minneapolis. Mr. Temple has, at the same time, taken over active management of the Glacier Park Company, Great Northern Railway subsidiary, which is managed by the Knutson organization.

Martin B. Thiede of Minneapolis, former general manager, Glacier Park Company, has assumed the duties of executive vice president, Knutson Hotel Corporation.

The Glacier Park Company operates the hotels, motels, cabin camps and other visitor facilities in Montana's Glacier National Park and in Waterton Lakes National Park, Alberta, Canada.

Mr. Temple, a graduate of Cornell University, is president of the Cornell Society of Hotelmen, and is a past director of the Georgia and Florida Hotel Associations.

GREAT NORTHERN STEAM POWER—Conclusion

rails, is now completely dieselized. The electric locomotives, including the largest single-cab electrics ever built, were retired in August, 1956 when Great Northern installed a high volume ventilating system in its 8-mile Cascade Tunnel in Washington State. Huge fans now bring cooling air to diesels operating through this longest rail tunnel in the Western Hemisphere.

Retirement of the last of Great Northern's steam locomotives came without fanfare or the usual nostalgic trappings of a "last run." Actually, the last time a steamer operated over GN lines was in August, 1957, on the railway's Willmar division in Minnesota. The surviving engines have been on standby duty since that time.

Great Northern acquired one of the

first diesel-electric locomotives in the nation in 1926, and placed it in yard and branch line service in Minnesota and North Dakota. Meanwhile the railway's roster of steam locomotives already had begun to drop from an all-time peak of 1,428 in 1920 with the building of larger and more efficient engines of that type.

The biggest strides in dieselization on Great Northern came after World War II. By 1952 diesel units were handling 99 per cent of the system's passenger trains, 66 per cent of the freight and 84 per cent of yard service.

By 1954 diesels had taken over all train movement west of Williston, North Dakota. With the exception of the 74-mile electrified zone between Wenatchee and Skykomish, Washington, 3,770 of the railway's 8,300 miles were dieselized.

Steam had disappeared from all rails west of Minot, North Dakota, when Great Northern dedicated its new \$6½-million electronic train classification facility, Gavin Yard, at this point in October, 1956. Already the use of steam had become sporadic and infrequent, confined largely to peak traffic during the grain harvest season.

Four Great Northern steam locomotives, including the famous "old No. 1," the William Crooks, have been preserved as mementoes of the colorful age of steam.

The William Crooks, which was brought to St. Paul by steamboat in 1862 and became the first locomotive to operate in the State of Minnesota, is on permanent exhibit in the St. Paul Union Depot. Other display locomotives are in city parks at Seattle and Wenatchee, Washington, and at Sioux City, Iowa.

With the diesel revolution now full cycle on Great Northern, the railway's current roster of diesel-electric locomotives stands at 462 engines; separate units number 656.



Never Say Die

Two old coon hunters were swapping tall stories about their dogs.

"Why," said one of them, "I had a yaller hound once and every time just before I went hunting I'd whittle out a board in the shape of a coon hide stretcher, just to show him the size of the one I wanted, then I'd set it outside where he could see it. Well, sir, one day my wife set the ironin' board outside and that critter ain't come back yet!"

* * *

Unexpected Development

A young businessman in love with a nightclub entertainer hired a detective agency to check up on her. He received the following report:

"The young lady has an excellent reputation. Her past is without blemish. She has many friends of good social standing.

"The only scandal associated with her is that she has often been seen lately with a businessman of questionable character."

* * *

More Elephants

The reason a great number of families don't own an elephant is that they have never been offered an elephant for a dollar down and a dollar a week.

Rural Justice

The hillbilly father was furious. "Which one of you pushed the outhouse into the creek?" he asked.

"Me, paw," spoke up Zeke.

"Wal, boy, come into the woodshed. I'm gonna tan your hide good."

"But, paw," countered Zeke, "George Washington's paw didn't lick him when he told the truth."

"Maybe not," replied the father, "but when George cut down that cherry tree, his old man wasn't settin' in the branches."

* * *

Hard Of Hearing

Pancho, a schoolboy, was asked by his teacher:

"Pancho, what does your father do?"

"I have no father, teacher. He was killed by the weasel."

"Killed by a weasel? . . . How could that be?"

"He was seeting on the railroad track," Pancho explained, "and he deed not hear the weasel!"

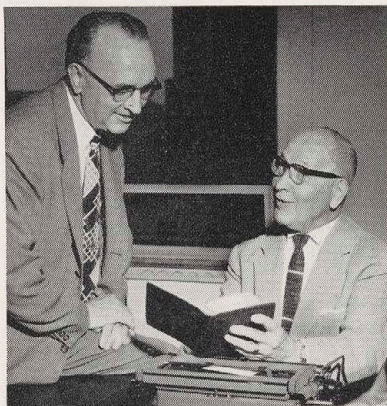
* * *

That'll Be The Day

Some husbands are wonderful. Take Bill, for instance—he's been married 10 years and has never stopped being romantic. Of course, if his wife ever finds out about it, she'll break his neck.

Eleven

Harry W. Kask Retires W. J. Moloney Successor



New and retiring office managers, GN Executive Department, left to right: W. J. Moloney and H. W. Kask.

Harry W. Kask of St. Paul, Great Northern's office manager, Executive Department, retired on July 31, winding up an unusual railroad career of more than 52 years.

Succeeding him is William J. "Bill" Moloney, whose service record with the company totals 42 years.

Mr. Kask has been associated with Great Northern since January 10, 1906. His first job was in the office of the superintendent at the Dale Street Shops, and after positions in other offices he began work in the Executive Department in January, 1913. Mr. James J. Hill was Chairman of the Board of Directors at that time, and Mr. Kask frequently worked for the railway's founder. He subsequently worked as secretary, chief clerk and office manager for all succeeding Great Northern presidents: Louis W. Hill, Sr.; Carl R. Gray, Sr.; Ralph Budd; William P. Kenney; Frank J. Gavin and John M. Budd.

Mr. Moloney came to Great Northern at Superior, Wisconsin, in 1916.

He held various positions in the Operating Department until 1920 when he became secretary to Mr. Gavin, then general superintendent. He held that post when Mr. Gavin became general manager, lines East.

In 1937 Moloney came to St. Paul as secretary to the late W. P. Kenney, and when Mr. Gavin became president in 1939 he remained in that capacity. He continued in that position under John M. Budd.

Freight Tax Repealed

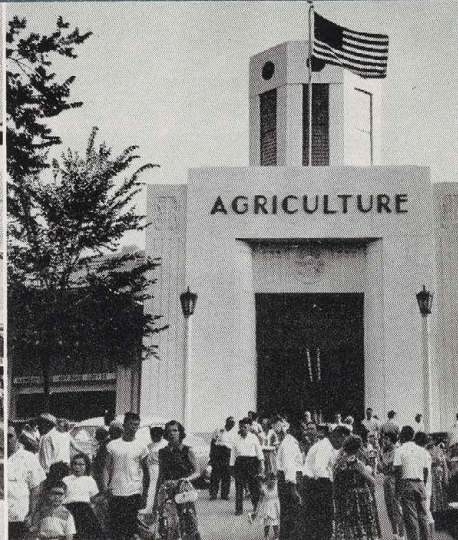
At long last, shippers of the nation were relieved from payment of the 3 per cent Federal tax and other excise taxes on the transportation of property, effective August 1.

Removal of the levies not only takes pressure off production costs throughout the economy, but also ends a discrimination against small businesses and long-haul shippers, and lifts a heavy competitive burden from all for-hire carriers.

During the fiscal year of 1957, these taxes amounted to \$468 million. They were paid entirely by shippers, but the carriers bore the expense of acting as agent in collecting the taxes for the Government.

Their repeal does away with a tax inequity which has fostered phenomenal growth in private transportation during the postwar period, at the same time diverting traffic from and creating severe problems for all common carriers. With removal of the tax, shippers no longer have this inducement to set up and operate their own fleets of trucks and barges.

By vote of Congress, the 10 per cent Federal excise tax on passenger tickets has been continued—but it is to be hoped that this onerous wartime deterrent to travel by public carrier will also be repealed before too much longer.



A skillful blending of education and entertainment makes the Minnesota State Fair a model for the nation.

Minnesota Centennial State Fair August 23-September 1

Minnesota's position as a leading agricultural and industrial state will be graphically portrayed at the 1958 Minnesota State Fair and Centennial Exposition, St. Paul, August 23 through September 1.

The Minnesota State Fair is a logical setting for the Centennial Exposition, since its own roots can be traced to 1855 and the first territorial fair. The fair has grown apace with the state to a point where it is now regarded as the leading institution of its kind in America.

Included in the many features dedicated to the statehood centennial will be a Pioneer Museum and Portrait Hall, greatly enlarged Territorial Pioneers Log Cabin, display of historic farm implements, an expanded fine arts show, heroic statue of "The Pioneer Woman," and a 10-day showing of the Centennial Train.

All regular features of the "world's greatest fair" also will be on view during the 10 days ending Labor Day.

The total premium offerings exceeding \$230,000, brings the sum past the quarter-million-dollar mark for the first time. This is the most money offered to exhibitors at any fair in the nation.

Both the horse show and auto racing programs have been expanded this year. Twelve Horse Show performances are scheduled. These include both English and Western style shows.

More than \$55,000 will be awarded to drivers of speedway cars, late-model stock cars and midget racing machines and motorcycles during the 11-day speed program. Action will take place on the half-mile dirt track in front of the 28,000-seat Grandstand.

(Concluded on Page 14)

Thirteen

PROGRESS IS A GREAT NORTHERN HABIT

Plaque Commemorates International Rail Link



Great Northern has commemorated its pioneer linking of Washington and British Columbia as part of the Canadian Province's Centenary by placing a plaque in the railway's new station at New Westminster, B. C.

The plaque was unveiled by Mayor F. H. Jackson of New Westminster. Members of the New Westminster City Council, the community Centennial Committee, and officers of the Board of Trade were present when Thomas Balmer, left, Great Northern vice president and Western counsel, presented the plaque for unveiling by His Worship Mayor Jackson.

In his presentation remarks Mr. Balmer pointed out that Great Northern was not only proud of its position as the pioneer railway in the Lower Fraser Valley but of its distinction as the only American railway serving British Columbia over its own rails. He cited that Great Northern trains were operating between the Fraser River and Seattle for two years before the transcontinental line linked Puget Sound and the Mississippi Valley.

Mayor Jackson expressed the com-

munity's friendly regard for Great Northern and lauded the railway's co-operation in furthering the first hundred years of growth in Canada's far-western province.

CENTENNIAL FAIR—Conclusion

A new "Star-Spangled Spectacular" will appear in front of the Grandstand the evenings of August 24 through September 1.

The 10-acre paved Midway will delight visitors with its array of side-shows and riding devices.

Tommy Sands, who has been riding the rock and roll singing crest for the past two years, will be featured performer at a special Children's Day free Grandstand show.

The cattle pavilion and swine barn will contain more than 1,200 dairy and beef cattle and 1,600 hogs during the open-class livestock show held the first six days of the fair. The same number of animals will fill the building a second time when 4-H Club and Future Farmers of America exhibitors take over the final four days. Open class sheep and wool will also be shown the first six days. FFA and 4-H Club sheep will be displayed the last four days.

The Minnesota State Fair enjoys the largest attendance of any 10-day exposition in the world. Average attendance for the past five years is 982,082. Last year, an all-time record of 1,054,484 was established. The first "magic million" was attained in 1955.

Beautiful grounds, handsome and well-maintained buildings, modern facilities, a continuous and non-political administration, and skillful blending of education and entertainment have combined to make the Minnesota State Fair a model for the nation.

* * *

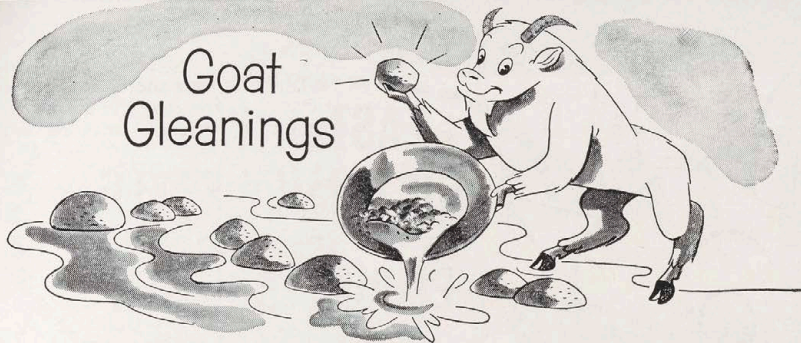
Two new trail cabins soon will add to the convenience of hikers at Montana's Glacier National Park. One will be located at Fifty Mountain and the other at Stoney Indian Pass.

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Goat Gleanings



The National Park Service has awarded a \$279,535 contract for final paving of 12.57 miles of road in and near Glacier National Park in Montana. Included are a section of approach road across Blackfeet Indian Reservation land from the town of Babb on the Blackfeet Highway to the east park boundary, and the connecting Many Glacier Entrance Road to Many Glacier Hotel. The project also includes paving the hotel parking area. Reconstruction and surfacing of these roads were completed in 1955.

* * *

The list of deceased and retired members of Great Northern's Veterans' Association which has appeared each month on the Gleanings page of this publication, henceforth will be carried in "Talking It Over," the railway's monthly newsletter to employees.

* * *

John Handly Wright of Winnetka, Illinois, has been elected vice president in charge of the Public Relations Department of the Association of American Railroads. Mr. Wright succeeds Robert S. Henry, who retired after 37 years with the railway industry.

The Astoria, Oregon, Regatta and Fish Festival, August 28-September 1, is scheduled when the fall run of salmon in the Columbia River is expected to be near its peak. Visitors may obtain space and all necessary angling gear on sports charter boats.

* * *

Edgar C. Robinson of Grand Forks, North Dakota, has been appointed chief special agent for Great Northern Railway, succeeding Russell J. Murray, who retired as head of the railway's protective force on August 1.

* * *

Evening cruises to the head of Waterton Lake, a popular diversion in Canada's Waterton Lakes National Park before World War II have been resumed.

The launch "International" now schedules moonlight cruises from the main wharf in Waterton Lakes village on Friday and Saturday evenings.

The "Prince Dixies," the band performing at Prince of Wales Hotel this season, plays for dancing on the moonlight cruises.

* * *

You can tell a gentleman by the way he treats people who can't possibly do him any good.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

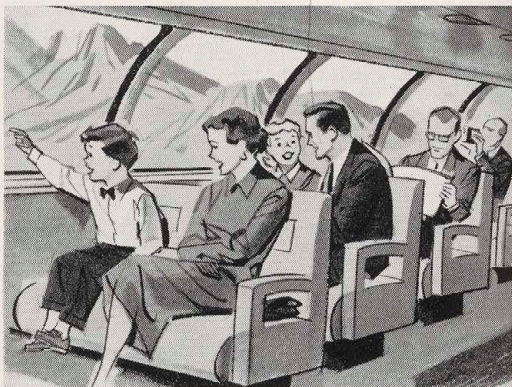
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GO FAMILY STYLE**
on the incomparable
EMPIRE BUILDER
at family fares



FAMOUS FOR FOOD, the Empire Builder diner and Ranch Car offer a wide choice of superb hot meals.



YOU AND THE YOUNGSTERS enjoy your trip together . . . in carefree comfort on the Empire Builder. Thrill to miles of America's greatest mountain scenery—at eye level from Great Dome seats. Ride safe and secure, arrive right on time in the center of town.

FAMILY PLAN FARES

Leave Monday through Thursday, return any day. Dad pays full fare—Mom and children for half-fares and less.

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The Great Northern

GOAT

SEPTEMBER 1958



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The Great Northern GOAT



Vol. 28 September, 1958 No. 9

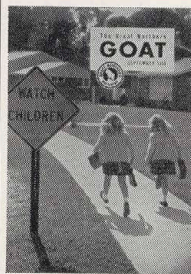
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

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The Goat's Cover



September means
back to school for
millions of children.
Play it safe—some-
times they do not—
and we love them all.
Louis C. Williams
photo

Two

Your Railroads

The railway network of the United States, Canada and Mexico forms by far the largest co-ordinated standard-gauge railway system in the world. The three countries embrace approximately 276,000 miles of railroad, or 35.6 per cent of total world mileage.

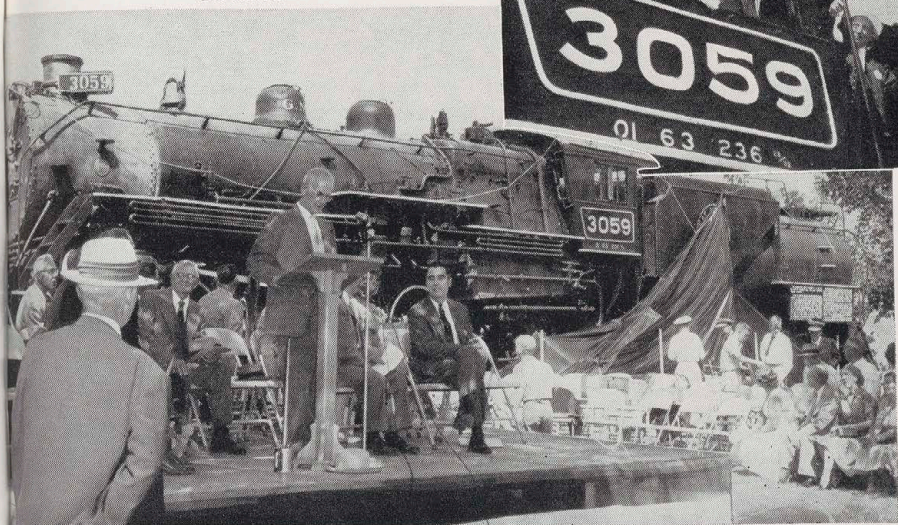
Although there are hundreds of separate and distinct railway companies and operating units in these countries, their track structures, equipment and operating rules and practices are standardized and co-ordinated so that freight is shipped and mail and express packages are dispatched over these lines on a single bill of lading or shipping order.

A carload of freight can be loaded at any one of more than 60,000 railroad stations in the United States, Canada and Mexico and shipped without reloading to any other of the 60,000 railway stations in these countries without transfer of cargo.

In addition, the standard-gauge railway system of Cuba is linked with the United States system by car ferries operated daily throughout the year. Thus, a freight car can be loaded at any station on the standard railway gauge system of Cuba and delivered without breaking bulk or transferring cargo to anyone of the 60,000 railway stations in the United States, Canada and Mexico. The same applies also to shipments loaded at any of these stations for delivery to points in Cuba. Nowhere else in the world is there such a vast co-ordinated standard-gauge single-gauge railway system.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

In the cab of veteran Great Northern locomotive 3059 are, left to right, retired veteran GN engineers Gilmore and Kaluza.



Park Board President M. M. Millhouse speaks at ceremonies during which Great Northern locomotive No. 3059 and the park area where the steamer is on permanent exhibition were turned over to the City of Williston. Williston Herald Photos

Williston Gets GN Iron Horse

Transportation legislation recently adopted "emphatically does not cure our industry's illness," John M. Budd, president of Great Northern Railway, asserted at Williston, North Dakota, on August 2.

Mr. Budd spoke at ceremonies marking Great Northern's gift of a retired steam locomotive to Williston's park board. The 45-year-old, 252-ton freight engine Number 3059, now is on permanent exhibition in a park adjacent to the Williston business district. The park also was given to the city by the railway.

North Dakota state officials and mayors of eight municipalities in the Williston area attended the ceremony, sponsored by a civic committee headed by Harry E. Polk, publisher of the Williston Daily Herald.

Two veteran Great Northern retired engineers, both of whom were behind the throttles of steam and diesel power between Williston and points east and west for a total of 91 years, were singularly honored at the presentation proceedings. Frank J. Kaluza, who retired in 1947 with 53 years of service and Ed Gilmore, also with 53 years, who retired in 1957, represented the hundreds of railroaders who have passed in and out of Williston since passenger and freight service by rail first came to the area many years ago.

"While we are by no means ungrateful for the relief provided by the Transportation Act of 1958," said Mr. Budd, "the railroads are alarmed over a seemingly widespread impression

(Concluded on Page 4)

Three

PROGRESS IS A GREAT NORTHERN HABIT

Stock Sale Spurs Portland Railway Development

Shares in the "nation's newest railroad" have gone on sale in Portland, Oregon, as Portland Zoo Railway officials opened a campaign to sell \$1 stock certificates to back the playground streamliner.

The financial campaign will double the popular railway's existing length. The additional track will create a new 1½-mile spur from the new zoological garden to Washington Park. Also planned is construction of a Gay 90's steam train to complement the existing modern diesel locomotive and cars.

Stock purchasers will receive two free rides for each certificate and a share in the construction of a spectacular, cross tie cut through the heavily wooded, steep ravined wilderness on the upper slopes of Hoyt and Washington parks.

Portland's pride in its train already has been demonstrated by the passenger load carried to date on the mile-and-a-quarter route now in operation.

The Zooliner tooted aboard its first paying passengers on June 7 and has since hauled more than 75,000 persons around a circular scene of the bright, paint-splashed, spacious and beautiful new zoo.

IRON HORSE—Conclusion

that they have received most of what they sought. What the railroad industry has sought, and continues to seek, is nothing more or less than the opportunity to run its business on an equal basis with other forms of transportation. The legislation just enacted omits many elements essential to complete relief from our difficulties."

Observing that railroad leadership is "resolutely committed to obtaining fair and equal treatment for our industry," GN's president said he is "looking to the future, when Federal

legislators will enact more effective legislation on the vital subject of the nation's transport." Mr. Budd expects a Senate-authorized study of transportation, soon to get underway, to develop answers to several questions, including "adequate charges for use of publicly-provided facilities" by the commercial highway, water and air carriers.

The Senate study group also will inquire into the need for regulation of all public transportation, the Federal policy relating to large-scale consolidations of railroads, and whether rail carriers should be permitted to engage in other forms of public transport.

J. H. Marthaler Retires

Jacob H. Marthaler retired on August 31 as superintendent of Great Northern Railway's employment bureau in St. Paul—the same office in which he began his railroad career as an office boy 54 years ago.



Mr. Marthaler

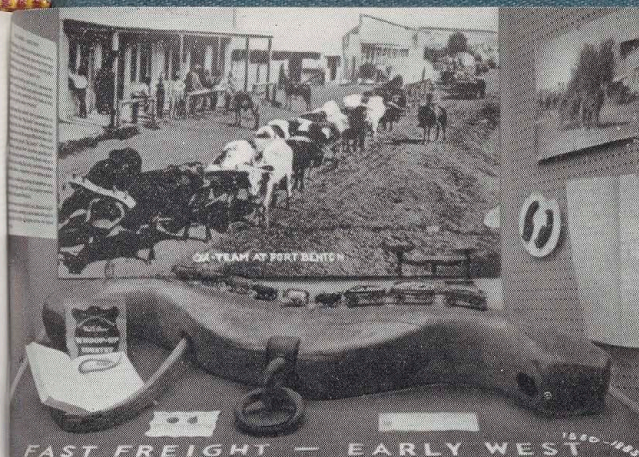
The man who was responsible for the maintenance of Great Northern's voluminous employment records has what is probably the briefest personal record of any employe with comparable service.

Seven months after he joined the railway, in 1904, he was promoted to clerk. In 1940 he was named chief clerk in the employment bureau, and in 1947 he was appointed superintendent.

Mr. Marthaler, who will continue to serve as secretary-treasurer of the Veteran's Association of the Great Northern Railway, has been a director of that organization since 1942.

Four

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



"Fast Freight-Early West" is title of exhibit pictured above. Before the coming of the rails, most of Montana's freight moved out of Fort Benton via ox and mule teams in huge lumbering freight wagons.



Great Northern-sponsored diorama "Railroad Ends River Traffic," shows track crews at work. On August 11, 1887, in Chouteau County, steel gangs laid eight miles and 160 feet of rails, a record that still stands.

The Past Relived in New Montana Museum

A community museum called by many visitors as one of the finest of its type was recently dedicated at Fort Benton, Montana. Twenty exhibits tell the exciting story of one of the West's most historic spots.

Founded as a trading post of the American Fur Company in 1846, Fort Benton knew stirring times in the days of trade with the Blackfoot Indians. Steamboats reached the settlement in 1860, making it the world's innermost river port, and hundreds of "Mountain Steamboats" followed in the next 30 years.

Three-fifths of the miners and three-quarters of the freight of gold rush days came to Montana via the Missouri River. Fort Benton shipped the last few hundred thousand buffalo

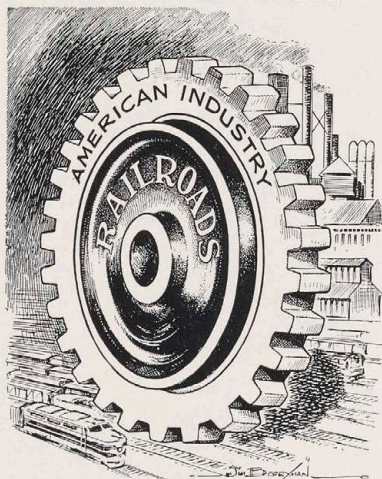
robes via steamboat; supplied the Mounted Police and early Alberta settlers over the rowdily named "Whoop-Up Trail." Fort Benton merchants established their own steamboat lines, hired hundreds of freighters and bought thousands of horses, mules and oxen to handle their vast freighting business. Coming of the St. Paul, Minneapolis & Manitoba (now the Great Northern) Railway, ended the commercial importance of the town in 1887, but it became the hub of a big stock raising industry, and in 1910 the homesteaders moved in to end the open range and cowboy days. Today Chouteau County, of which Fort Benton is the county seat, is the foremost agricultural county of Montana.

(Concluded on Page 6)

Five

THE INCOMPARABLE EMPIRE BUILDER

WHEEL WITHIN A WHEEL



MONTANA MUSEUM—Conclusion

The community museum building was paid for by voluntary contributions, with virtually all labor donated by residents. Interior displays were made possible by sponsorship of community funds, the assistance of the Montana Historical Society and Great Northern Railway, which sponsored the display on "Railroad Ends River Traffic."

Early day trade routes, the coming of Lewis and Clark, founding of the "Blackfoot Post" of Fort Benton, freighting, the Blackfoot wars of 1865-70, livestock, sheep, home life in Fort Benton, steamboating, homesteading, modern farming, "Men who won the west," "Brother Van" (Rev. William Wesley Van Orsdel) holding his first Montana service in a Fort Benton saloon, Charles M. Russell and his paintings and sketches, "The Wild Bunch" which kept early frontier life from being too monotonous, famous names in the town's history, and an exhibit of the Plains Indians are among the displays.

Stx

Dr. Dyke Honored

Dr. Walter P. Dyke, one of Oregon's most distinguished scientists and director of the Litchfield Institute, has been cited by the Institute of Radio Engineers as "Electronics Man of the Year."

Dr. Dyke has been retained on a part-time consulting basis as technological consultant by the Oregon Department of Planning Development. He will concentrate his efforts for the Development Commission in wooing a growing share of the mushrooming electronic industry for the state.

Rail Recordings

Growing rapidly in favor among hi-fi enthusiasts is the collecting of recordings of the sounds peculiar to railroading. Recently released are:

Memories in Steam. A 12" Hi-Fi, long-playing recording featuring Southern Pacific steam locomotives. Available through Mobile Fidelity, 915 Hollywood Way, Burbank, California. \$5.25 plus 25¢ mailing charges.

Rods, Wheels and Whistles. A 12" Hi-Fi, long playing recording produced by North Jersey Recordings, PO Box 2, Maplewood, New Jersey. Made along the tracks of the New York and Long Branch Railroad and the Norfolk and Western. Sound records the famous Pennsylvania K-4 Pacific locomotive and steam power on the Norfolk & Western. \$4.95.

The Silverton Train. A 10" 33-1/3 RPM long-playing record released by the Railroad Record Club, Hawkins, Wisconsin. \$4.00 to members, \$5.25 to non-members, postpaid. Features narrow gauge locomotive No. 476 of the Denver & Rio Grande Western running over the flatlands north of Durango, Colorado, and climbing the mountains to Silverton.

Whistles West. Features steam power on western railroads. Available through the Railway & Locomotive Historical Society, Inc., 15025 Oxnard Street, Van Nuys, California. \$4.95.

Railroad YMCA Plans Fall Campaign

This fall, as in previous years, the Railroad Young Men's Christian Association will again actively seek the wholehearted support of both management and labor in a membership campaign designed to make 1958 a banner year for the railroad "Y".

For over 86 years, countless railroad people have passed through the friendly doors of the Railroad "Y's" in the U.S. and Canada, some in pursuit of their jobs, others in quest of program purposes, and still others just for relaxation.

Since it first came into existence, the YMCA Triangle symbolizing Body, Mind and Spirit has meant to the railroad man that this was his "Y"—offering a warm, wholesome atmosphere and facilities especially designed to take care of his personal needs whether away from home temporarily or on a permanent basis.

Responding in support of their "Y's," railroad employes have been increasing their membership participation. Likewise, the Railroad Young Men's Christian Association has increased its services and programs. Many older building renovation projects coupled with new building projects have kept pace with modern trends.

Understanding Can Help

We are beginning at last to see tangible advances toward better understanding of the problem of mental illness. By bringing this once-shunned subject out into the open, we have been able to arouse public opinion to a point where there is genuine national concern over mental illness and a real interest in the 17,000,000 Americans afflicted with it in greater or lesser degree. This has happened in a surprisingly short time.

Understanding mentally and emotionally ill people can often be as

valuable as the best medical treatment. The free booklet "How To Deal With Your Tensions" offers valuable suggestions on how to relieve the everyday emotional troubles that plague so many and also tells where professional help can be found for those who need it. Write: Better Mental Health, Box 2500, New York 1, New York.

Camp Fire 1957 Activities

Camp Fire Girls, Incorporated, served its members, girls of every race, religion and economic status, at a total cost of \$783,224 in 1957.

The organization extended its educational-recreational program to 500,000 girls, an increase of 2,000 over the previous year.

This progress increased the ability to provide girls seven years old through senior high school with opportunities to develop into mature, well adjusted adults capable of meeting the challenges of the future.

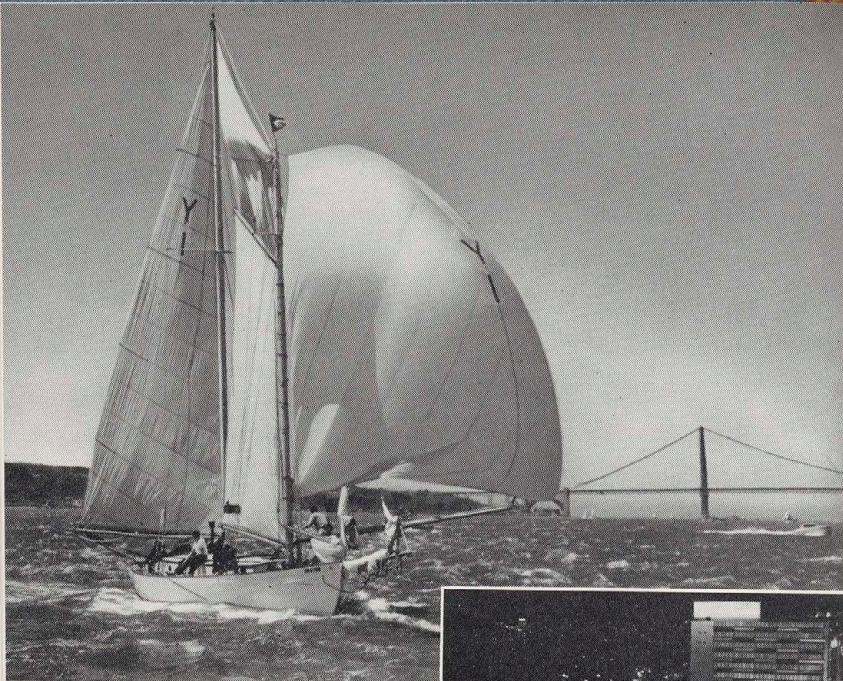
The governing body authorized a controlled experiment to determine possible changes in program content and membership age groupings. Program materials are being carefully evaluated to insure their meeting the needs of today's youth.

In 1957, professional positions were increased and leadership and volunteer training was accelerated. A scholarship fund was set up to provide for graduate study for staff members and other young women interested in Camp Fire Girls as a profession.

One of many service programs carried out successfully was the 1957-58 national "Meet the People" project of Camp Fire Girls, cooperating with President Eisenhower's People-to-People Program. Camp Fire Girls across the country studied their home town, met its citizens and photographed places and people. The photographs will be sent overseas to help children in other countries "Meet the People" of the United States.

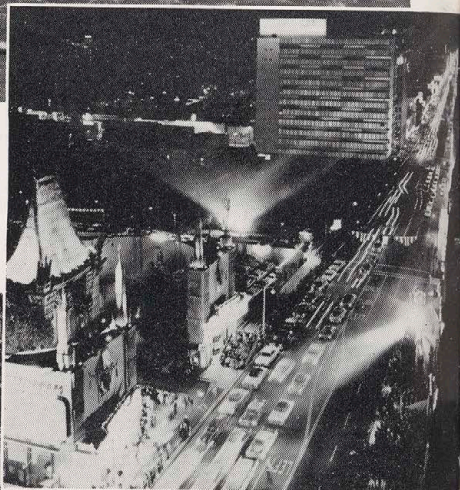
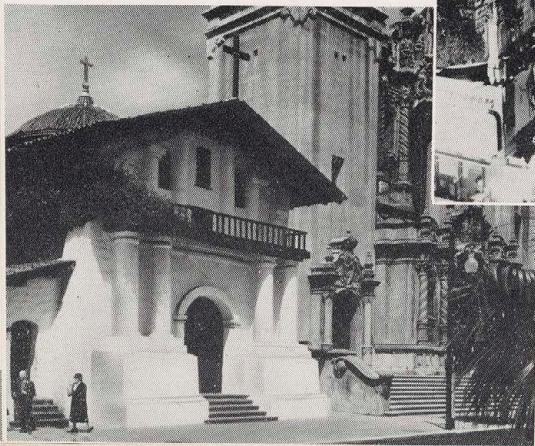
Seven

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



Yachting in sight of the Golden Gate Bridge in San Francisco Bay is enjoyed by thousands each year in a great variety of small sailing craft.

Graceful Mission Dolores, founded in 1776, is a mecca for tourists just a few blocks south of famed Market Street in downtown San Francisco.



Hollywood, home of the movies, has a glamour all its own! One of the special treats is a movie premi re with its mass appearance of famous stars.

Vacationists enjoy a ride over the scenic desert near Palm Springs, a resort area favored by movie stars, and widely known for its striking swimming pools.



This lovely shore at Laguna Beach is a mecca for tourists just a few blocks south of famed Market Street in downtown San Francisco.

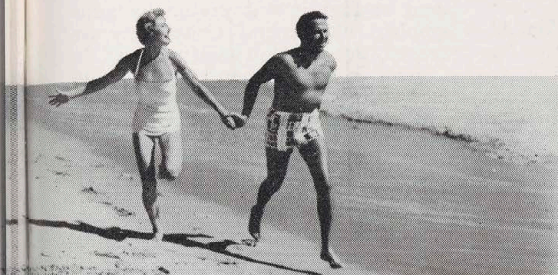
This lovely shore at Laguna Beach is a mecca for tourists just a few blocks south of famed Market Street in downtown San Francisco.

Vacationists enjoy a ride over the scenic desert near Palm Springs, a resort area favored by movie stars, and widely known for its striking swimming pools.

Sun, summer vacationists enjoy a ride over the scenic desert near Palm Springs, a resort area favored by movie stars, and widely known for its striking swimming pools.

Please, southern vacationists enjoy a ride over the scenic desert near Palm Springs, a resort area favored by movie stars, and widely known for its striking swimming pools.

Great



Wholly shore at Laguna Beach, a short distance south of Los Angeles captivates this young vacationing couple.



This lovely tourist admires the Rose of Canton Bowl, more than 350 years old, in a San Francisco Chinatown shop.

Vacation All the Way...

CALIFORNIA VIA THE PACIFIC NORTHWEST

Sun, sand and surf beckon Fall vacationers on to California's "Second Summer." Other big attractions include the fabulous desert resorts, charming old missions, exotic little shops, and fascinating forest and mountain regions. California's modern, colorful cities fairly burst with exciting things to see and do.

Pleasant temperatures from the southern to the northernmost tip of this coastal vacationland add delightfully to vacationers' fun-packed plans.

Great Northern Railway suggests a

plan to make every minute and mile a pleasure. By traveling Great Northern one way, and either going or returning by another route, the trip becomes a vacation in itself with new and different sights along every mile of the way. At very little extra cost California-bound vacationers can enjoy the beautiful Pacific Northwest from the Great Dome Empire Builder or modern Western Star. These fast trains speed each way daily between Chicago and Seattle-Portland, with convenient connections to and from California in both western cities.



Traffic Clubs Expand

During the past 35 years, the Associated Traffic Clubs of America has grown from an organization of relatively few traffic clubs (representing approximately five or six thousand members) to its present strength of 235 member clubs, throughout the United States and Canada, with a resident membership of more than 48,000.

Traffic clubs not now affiliated with ATCA but interested in more information concerning it may write to Raymond P. DeGroote, Secretary, c/o Luckenbach Steamship Company, Room 514, 110 South Dearborn Street, Chicago 3, Illinois.

MRSV Honor Senator



United States Senator George A. Smathers, of Florida, has been presented with a copy of General Carl R. Gray, Jr.'s book "Railroading in Eighteen Countries." This book tells the history of the Military Railway

Service Veterans and is a collector's item in that it was personally autographed by General Gray, now deceased. Presentation was made at the Capitol in Washington, D. C. on behalf of the more than 6,000 veterans of the Military Railway Service Veterans, showing their appreciation of Senator Smathers' interest in the present plight of the American Railroads.

Senator Smathers was extended a cordial invitation by the group to attend their 13th Annual Reunion, which will be held at the Mayflower Hotel in Washington, D. C., September 19, 20 and 21. Shown in the photograph, Phelan E. Tyler, Jr., of the Richmond, Fredericksburg & Potomac Railroad (left) makes the presentation to Senator Smathers.

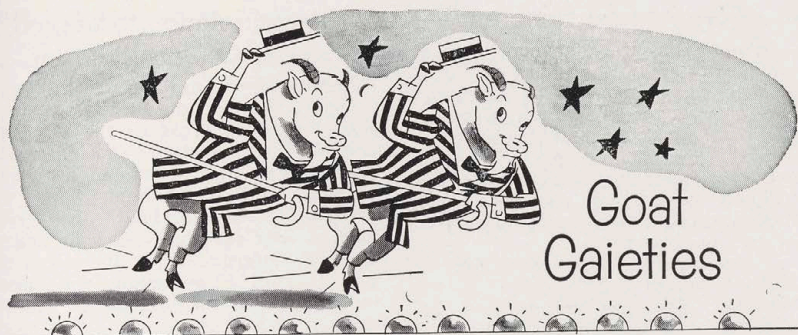
San Francisco Ferries Gone After 108 Years

A tradition more than a century old came to an end a few weeks ago with the discontinuance of regularly scheduled ferry service across San Francisco Bay by Southern Pacific Lines, the last remaining operator.

A great many boats and several companies have supplied such service since first offered on a twice-a-week basis in 1850 by the steamer Kangaroo.

During 1930 the Southern Pacific hit its nautical peak when it ran 43 ferries and carried approximately 40 million people and six million automobiles across the Bay. Completion of the San Francisco-Oakland Bay Bridge in 1936 diverted much of this traffic.

The last remaining boats, the San Leandro and the Berkley, have been replaced by motor coaches which now provide more convenient passenger service between Southern Pacific and Western Pacific terminals in Oakland and the Ferry Building in San Francisco.



Goat Gaieties

Almost Right

The harried coach pleaded with the professor who had flunked his prize tackle to give the boy another chance. Finally the professor agreed and did give the boy a special make-up exam.

The next day the coach again anxiously queried the professor. "How did Jones do?"

"I'm sorry" said the professor. "It's hopeless. Look at this . . . $7 \times 5 = 33$."

"But gosh, prof," said the coach, "give him a break. He only missed it by one."

* * *

Formal Wedding

"Was her father surprised when you said you wanted to get married?"

"Surprised! Why the gun nearly fell out of his hand."

* * *

Think Big

Frank: "How can you be so stupid?"

Don: "Long range planning."

* * *

No Dummy

"Thought you were going to visit that blonde in her apartment tonight."

"I did."

"How come then you're home so early?"

"Well, we sat awhile and chatted. Then she turned out the lights. I can take a hint."

Delayed

George: "Sorry to keep you waiting. I've been setting a trap for my wife."

Jim: "Heavens! What do you suspect?"

George: "A mouse in the pantry."

* * *

Helpful

Customer: "I want some pillow-cases."

Clerk: "What size, sir?"

Customer: "I'm not sure, but I wear a size seven hat."

* * *

What a Mess

"My family is politically mixed up. I'm a Republican; the old man's a Democrat; the kid's wet; the cow's dry; and the cat's on the fence."

* * *

Nobody We Know

Virginia: "You don't seem to think much of him."

Bob: "If that guy had his conscience taken out, it would be a minor operation."

* * *

Many Happy Returns

"Jones," said Smith, "is the most conceited, self-satisfied person I've ever known."

"What did he do now?" asked a neighbor.

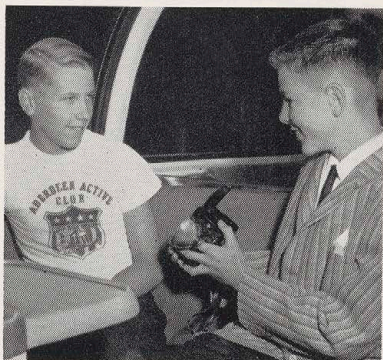
"Today is his birthday," Smith replied, "and Jones sent a telegram of congratulations to his mother."

Faricy to be Honored

William T. Faricy, former president and chairman of the board of directors of the Association of American Railroads, has been selected to receive the 1957 National Defense Transportation Association Award as "the person whose achievements have contributed most to the effectiveness of the transportation industry in support of national security."

Formal presentation of the Ninth Annual Award will be made at the National Defense Transportation Association's Annual Dinner to be held in St. Louis, Missouri, on November 12, 1958.

PNW Derby Champs Use Empire Builder Service



Jimmie Korpi, left, recent winner of the Aberdeen, Washington Soap Box Derby, poses with his fellow-traveler, David Marzano, Tacoma Soap Box champion, aboard the incomparable Empire Builder. The two winners bound for the All-American Derby Finals at Akron, Ohio, met soon after boarding the Great Northern streamliner.

Not pictured were passengers David Woodley of Chemainus, British Columbia, Mission, B. C. winner, and Carl Addy, Vancouver, Washington, champion.

Twelve

"Adventureland" to Beckon Younger Centennial-Goers

Memories for millions of children are being planned on an 18-acre site, one of the key areas of the Oregon Centennial Exposition and International Trade Fair scheduled to open June 10, 1959, in Portland.

Tagged "Adventureland," the playground area for the young in heart will be patterned after the Disneyland format. Construction will start early next year on 50 separate buildings.

Key feature of the Adventureland section will be a three-quarter mile railroad which will wind in and about the whole area.

Passengers on the fantasy train will see full scale reproductions of a mining town, a frontier village, a Wells Fargo depot, an Indian settlement, early pioneer dwelling, logging camp, boom town, atomic energy and power building, children's zoo, and a Lewis and Clark village.

Main entrance will be through an authentic reproduction of the main gate to historic Fort Clatsop.

Your Future is Great In a Growing America

If ever there was a time for optimism, it is now!

Despite the present business dip, the basic reasons for America's growth are stronger and more sure than ever before. We have more people, more needs, more income and savings . . . production and employment will soon rise. Add all these pluses and you have the makings of another big upswing. Wise planners, builders and buyers will act now to get ready for it.

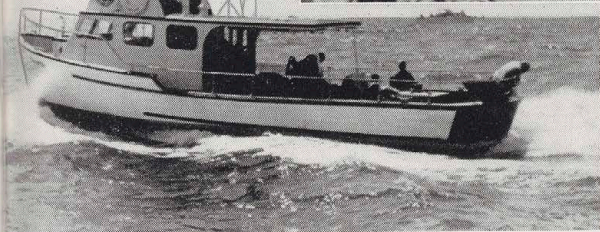
Available free from the Advertising Council, Box 30, Midtown Station, New York 18, New York is a 24 page illustrated booklet, "Your Great Future in a Growing America."

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Right: Well satisfied with the days' luck, proud and happy anglers exhibit salmon taken in the Pacific off Westport.



Left: Westport, Washington, has the nation's largest charter boat fleet to operate out of a single port.



Salt Water Sport at Westport, Washington

At the southern entrance to Gray's Harbor, perching almost precariously on a narrow spit of sand, lies the fishing village of Westport, probably the fastest growing visitor center in Washington State.

General recognition as one of the world's leading sports and commercial salmon fishing areas has aided in developing at Westport the nation's largest charter boat fleet to operate out of one single port. Charter boats, private craft and outboards by the hundreds can be seen crossing the famous bar into the beautiful blue Pacific. During certain months as many as 450 commercial fishing boats may be tied up at a single dock area and their catches of Dungeness crabs alone have earned for Westport the titles of "Dungeness Crab Headquarters of the Pacific Coast." The many

types of fish and crabs taken commercially plus the intricate processing done by the canneries and packers has created a demand throughout the United States for this type of food product, both fresh and processed.

All throughout the fishing season which extends from mid-April to the last of October, individuals and family groups, residents and visitors, partake of the thrilling "Sport of Kings." King and silver salmon that tip the scales at 50 pounds or more are not uncommon. The Washington State Department of Fisheries estimates that during the 1957 season, 111,000 sports fishermen caught 157,000 salmon averaging approximately 15 pounds. Also taken in quantity are halibut, red snapper, sole, flounder and ling cod. Fish may be frozen,

(Concluded on Page 14)

Annual Island Fiesta



Skilled lei-makers fashion colorful garlands of exotic blossoms in preparation for Hawaii's Aloha Week festival.

During Aloha Week, all Hawaii, already colorful, bursts into carnival attire with pageants, parades, street dancing, and history re-lived. The celebration has been called a combination Hawaiian Arabian Nights, a tropical Mardi Gras, a Polynesian Alice-in-Wonderland.

The festivities start on Sunday, October 19 with the Molokai-Oahu Canoe Race which involves the ancient Polynesian craft, the outrigger canoe. Start is at dawn from Molokai Island and finish is in the afternoon at Waikiki.

The same evening will bring out dozens of choirs and choral groups who will display by song, the development of music from ancient chants through missionary songs and to modern tunes.

October 20th events include the International Hoolaulea—street dancing on Kalakaua in the heart of Waikiki from 7 to 11 in the evening. Eight portable stages will hold international orchestras which will turn the street into a spectrum-hued many-nation world.

The Hawaiian Village in Ala Moana Park will hold a pageant October 21. This typical village of old Hawaii is

active all during Aloha Week. The same evening another pageant will be given at Waikiki Shell. On October 22, a gigantic Hula Festival at the Shell will display the dances of all ages and all degrees of secret-to-comic.

The splendid spectacle of the lives of Old Royalty will be re-enacted October 23, on the grounds of Iolani Palace. The pageant will depict the costumes and customs of ancient Polynesia.

"Hawaiian Night" at all the restaurants and hotels will highlight October 24. This means Hawaiian food and luau and Hawaiian garb for all guests. The same night at Waikiki Shell Island teen-agers will hold a youth parade, musical talent show and will crown their own Prince and Princess.

The grand Aloha Week Parade is planned for October 25, and the evening will be filled with fabulous balls at all the leading hotels, including the traditional Aloha Week ball at the Royal Hawaiian.

In addition, there will be daily dances presented at noon on garden-decked stages in downtown Honolulu and a daily program at 2 PM on the open air stage of the International Market Place.

SALT WATER SPORT—Conclusion

canned or smoked and sent anywhere in the United States.

Nor is deep water fishing the only angling available to visitors in the Westport area. Also popular are surf and stream fishing.

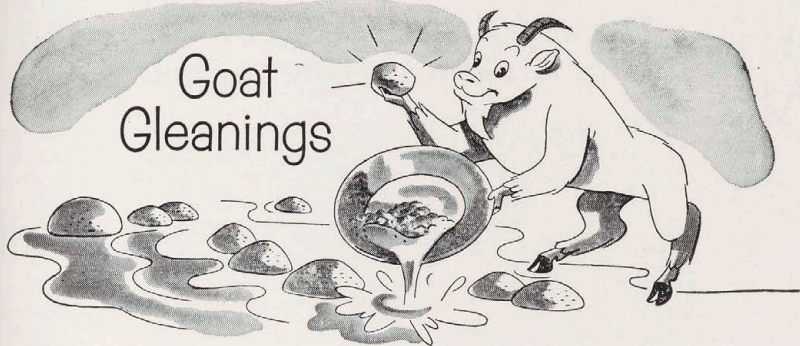
Westport is the northern extremity of 18 miles of one of the West Coast's finest, smoothest beaches, perfect for sunbathing, swimming, beachcombing, agate hunting, riding, hiking or just plain lazy vacationing. Of interest to visitors in the area during the latter part of September and first half of October is the harvest of the cranberry crop in nearby bogs. A trip through the cranberry cannery also may be arranged.

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Goat Gleanings



Donald F. Marston has been named mechanical engineer for Great Northern Railway, succeeding William C. Miller, who retired August 31.

former president and chairman of the board of directors of the Association of American Railroads.

Sessions of the Fifth National Watershed Congress are scheduled September 29, 30, and October 1 at the Statler-Hilton Hotel, Dallas, Texas. Since water supply, irrigation, flood control, pollution abatement, forestry, fish, game and recreation are all affected by watershed control, the subject is an important one to officials of travel promotion and area development organizations. Complete information may be secured from John H. Jones, secretary-treasurer, American Watershed Council, P.O. Box 1062, Fairmont, West Virginia.

Authorization granted in 1957 for railroad radio installations were more than double those in 1956. It has been reported that the Federal Communications Commission, last year authorized a total of 5,323 transmitters for use in railroad service compared with an average annual authorization of 2,863 during the previous four years.

The development of radio transmitters for railroad use has taken place almost entirely since the end of World War II.

America's Citizen Soldiers, the nation's largest and most ready reserve components are the Army National Guard and the Air National Guard. Trained under the supervision of the Regular Army and Air Force, they are a force of citizen-soldiers and airmen vital to the defense of America.

Theme of the National Defense Transportation Association 13th Annual Convention and Logistics Forum to be held in St. Louis, Missouri, November 9-12, 1958, will be "Transportation Protects the Nation." Emphasis will be placed on national transportation preparedness in emergency mobilization.

Highlighting the three-day meeting of national transportation experts will be presentation of the National Transportation Award to William T. Faricy,

Today, nearly 500,000 men serve in the National Guard in every state and territory. Here is a force that has served in every war of this nation and stands ready today, not only to fulfill its present mission, but to accept any greater responsibilities in national defense which may be assigned.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

WATER, WATER EVERYWHERE

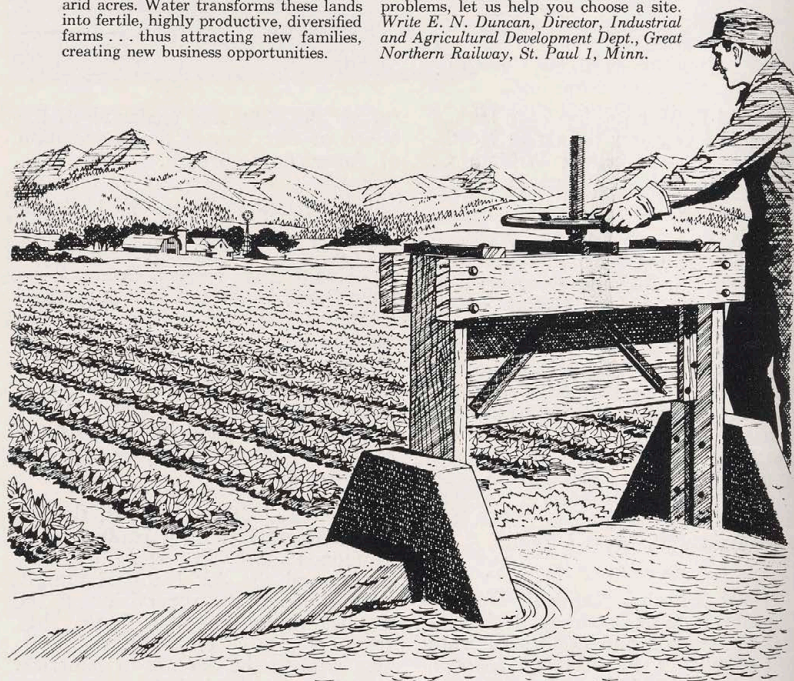
along Great Northern's route!

From Lake Superior to Puget Sound, the vast region served by Great Northern Railway is blessed with fresh, pure water—the element so increasingly scarce in many other areas.

Fed by heavy mountain snowfalls . . . dammed to form huge reservoirs, the mighty Missouri, Columbia and their tributaries now irrigate millions of formerly arid acres. Water transforms these lands into fertile, highly productive, diversified farms . . . thus attracting new families, creating new business opportunities.

Also springing up are water-hungry new industries: food processing; pulp and paper mills; aluminum reduction plants which require thousands of gallons of water to make a single ton of ingots.

If abundant water and power resources, a wealth of raw materials, unsurpassed transportation, and a growing labor force add up to an answer to your expansion problems, let us help you choose a site. Write E. N. Duncan, Director, Industrial and Agricultural Development Dept., Great Northern Railway, St. Paul 1, Minn.



Ride the Incomparable **EMPIRE BUILDER** past America's mightiest waters

See the Mississippi River Valley, Minnesota's Land of 10,000 Lakes, the Far West's man-made reservoirs and mammoth dams. See the majestic Columbia River . . . or ride for miles along Puget Sound. Go in unmatched luxury on the streamlined Empire Builder . . . every day each way between Chicago and Seattle-Portland. More dome seats. P. G. Holmes, Passenger Traffic Mgr., Great Northern Railway, St. Paul 1, Minn.

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The Great Northern

GOAT

OCTOBER 1950

The Great Northern GOAT



Vol. 28 October, 1958 No. 10

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

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Lovely Ann Albertson of Wenatchee, Washington, 1958 Apple Blossom Queen, represents the industry as Miss Washington Delicious during National Apple Week, October 9 thru 18.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Your Railroads

Marking what amounts to the passing of an era in the short span of ten years are figures recently reported by the ICC's Bureau of Transport Economics and Statistics as to the ages of railroad locomotives and the changeover in type of motive power used.

The number of diesel-electric locomotive units in service as of December 31, 1957, totaled 27,186. Of this total, 38.31 per cent were built prior to 1950; 46.87 per cent during the five years ending with 1954; 4.52 per cent in 1955; 5.40 per cent in 1956, and 4.90 per cent in 1957. Over 61 per cent of the diesels in service at the end of 1957 were built in the past eight years.

Of the 2,447 steam locomotives still in railroad service at the close of 1957, 62 per cent were built prior to January 1, 1930. Only 7.52 per cent were constructed during the 13 years ended with December 31, 1957, and only 2.62 per cent during the five-year period 1950-1954. No steam locomotives were built during 1955, 1956 and 1957. About 88 per cent of the total number of electric locomotive units in service at the close of 1957 were constructed prior to January 1, 1945. The 25 "other" locomotives installed during the 1950-54 period are gas turbine electric locomotives.

Steam locomotives in service on December 31, 1947, accounted for 84 per cent of both the total number of locomotive units and the total tractive effort. By the close of 1957, however, the corresponding percentages dropped to about nine. In contrast, the proportions for diesel-electric rose from about 14 per cent at the end of 1947 to about 89 per cent at the end of 1957. The percentages for electric locomotives were about the same (two per cent) in both 1947 and 1957.



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Class Named Seattle GPA



Mr. Class

Raymond J. Class of St. Paul has been appointed general passenger agent at Seattle, Washington, for Great Northern Railway, succeeding Neal D. Keller who retired because of ill health.

Mr. Class, who joined Great Northern as a passenger traffic department messenger in 1928, has been assistant general passenger agent at St. Paul since 1955. He previously was general agent in charge of the railway's city ticket office there.

ARAM Golden Spike Annual Advertising Competition

"To recognize those advertisers whose promotion of their own products and services augments the individual and collective efforts of railroad advertisers, thus creating a better understanding on the part of the public of the importance of railroads in the transportation system of America" is the purpose of the 1958 Annual Advertising Competition sponsored by the Association of Railroad Advertising Managers.

The competition is open to any business, industry or organization—other than railroads—whose advertising or promotion during 1958 of their own products or services contributes to a better understanding and appreciation of the railroads.

Detailed information may be had by writing to Mr. A. W. Eckstein, Chairman, Awards Committee, Association of Railroad Advertising Managers, Illinois Central Railroad, 135 East 11th Place, Chicago 5, Illinois.

Basin Reservoir Dedicated to Memory of Frank Banks

The name of one of the world's great construction engineers—the late Frank A. Banks—has been given to the 43-square-mile equalizing reservoir of the Columbia Basin Reclamation Project in Washington State.

The reservoir was named "Banks Lake" at the urging of many local and regional organizations and upon approval of the Board of Geographic Names and Secretary of the Interior Fred A. Seaton.

Two identical stone and aluminum plaques have been dedicated at Coulee City Park and nearby Dry Falls Dam at the southern end of the lake. They bear the inscription:

"Banks Lake. This man-made reservoir is named for Frank A. Banks who supervised construction of Grand Coulee Dam and other great Reclamation structures. An outstanding leader of men and a distinguished engineer, his life was dedicated to placing the wealth of natural resources in the Pacific Northwest at the service of mankind."

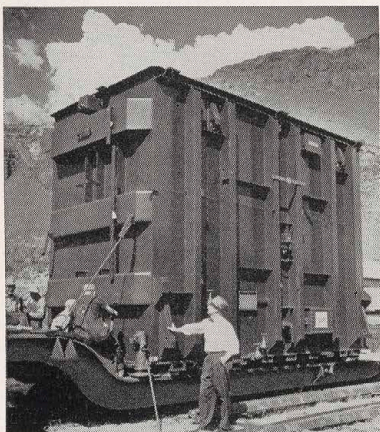
Mr. Banks, who died in 1957, joined the Bureau of Reclamation in 1906 and served for 44 years. The projects on which he served read like an Atlas of major dams on the Columbia River system. Among others, he served as construction engineer on the American Falls Dam on the Snake River in southern Idaho, Owyhee Dam on the Owyhee River in eastern Oregon, and Jackson Lake Dam on the Snake River in Wyoming.

Banks also served as acting administrator for the Bonneville Power Administration, Regional Director of the Bureau of Reclamation for the Pacific Northwest, United States member of the International Committee on High Dams, and United States representative on the International Columbia River Engineering Committee.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

GN Handles 111-Ton Load



Shown above is the first of seven 111-ton transformers which will be installed at Rocky Reach Dam, now building on the upper Columbia River in Washington State.

The huge device, transported on a depressed bed flatcar, arrived at Rock Island Dam near Wenatchee via Great Northern Railway.

The high and wide load received special treatment during its trip from the Twin Cities on Great Northern. It was moved only during daylight hours and on low-speed local freight trains.

When installed at Rocky Reach Dam in 1960, the transformer will contain 41 tons or 10,200 gallons of oil. It is called a 120,000 kva, three phase, 60-cycle, 230,000 volt oil-forced, water-cooled transformer.

By accepting early delivery, the PUD was able to acquire the equipment at a lower than original contract amount. Pending installation, it will be stored at Rock Island Dam.

Four

Sister Kenny Appeal

Al Capp, creator of the famed "Lil Abner" comic strip, is serving as National Volunteer Chairman of the 1958 annual fund appeal of the Sister Elizabeth Kenny Foundation. Mr. Capp earnestly requests your financial support of this worthy cause because:

The Kenny Foundation continues to offer the best-known treatment for new victims of polio.

The Kenny Foundation is helping to rehabilitate many who have had polio in the past.

The Kenny Foundation has expanded its treatment and rehabilitation program to assist those with other neuromuscular disabilities or disorders, regardless of race, age, creed or financial circumstances.

The Kenny Foundation is sponsoring extensive medical research into polio and other neuromuscular disabilities at its own facilities and leading hospitals and universities across the nation. In addition, it is providing financial assistance for young medical doctors to embark upon research careers.

Your Contribution Helped!



SISTER KENNY
FOUNDATION

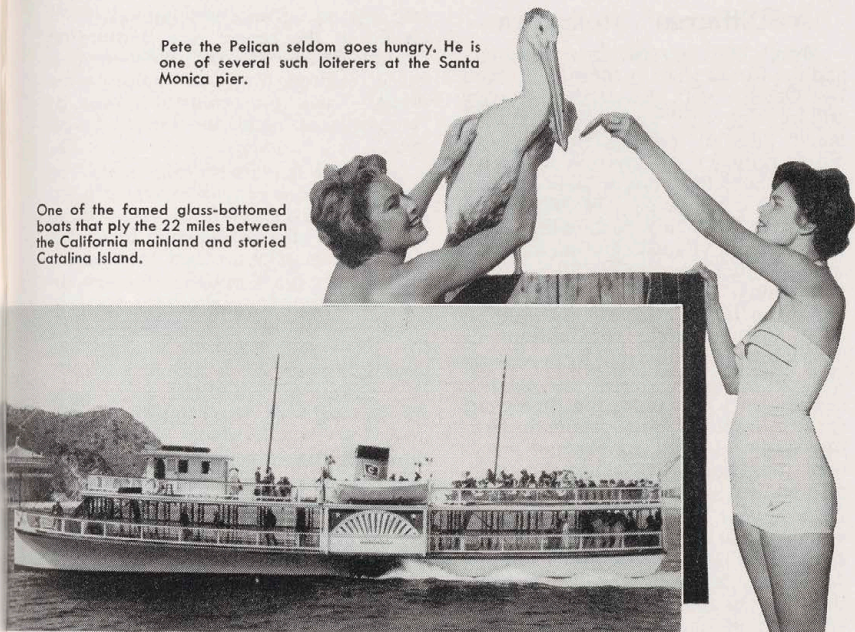
RESEARCH • REHABILITATION • POLIO
NEUROMUSCULAR

NATIONAL HEADQUARTERS • MINNEAPOLIS 2, MINNESOTA

PROGRESS IS A GREAT NORTHERN HABIT

Pete the Pelican seldom goes hungry. He is one of several such loiterers at the Santa Monica pier.

One of the famed glass-bottomed boats that ply the 22 miles between the California mainland and storied Catalina Island.



California—Western Adventureland

If one knows where to find them, numerous "little adventures" can add spice for visitors in Southern California.

Hunt for a gem stone. Near the town of Mojave, there's a canyon called Last Chance where opals, fire opals, agate and jasper are in fair supply. There's even a little opal mine where, for a small fee, visitors may try their own mining operation.

Feed a fish to a pelican. "A wonderful bird is the Pelican, his beak can hold more than his belly-can." Literally true as one may learn by throwing a too-big fish to one of the pet Pelicans loitering about the piers such as at Santa Monica.

Take a jaunt over the border. From San Diego it's a short distance into Tijuana, Mexico, and its shops, cafes

and bullfights. A little further along is the seacoast town of Ensenada.

Stand in the cellar of America. In Death Valley is Bad Water, 280 feet below sea level, lowest point in this hemisphere. Once the terror of covered wagon pioneers, the valley now is a fascinating sightseeing land with pleasure resorts. From Dante's View, one can see both Bad Water and the peak of Mount Whitney, 14,496 feet, highest point in the continental United States.

Pick a boll of cotton. It's cotton time from September on in the vast fertile valley of Kern County. White puffs cover the land for miles to the foot of the towering Sierra.

Eat a fresh date. The harvest begins in October. You can enjoy fresh

(Concluded on page 6)

Five

GREAT NORTHERN—GREAT WAY EAST OR WEST

A "Different" Halloween

More than two million youngsters had the fun of sharing their Halloween last October with the sick and hungry children of the world. Their combined gifts of pennies, nickels and dimes rang up an amazing collective gift of more than one million dollars. This was converted by UNICEF into protective vaccines, penicillin, antibiotics, milk, vitamins and many other things to make and keep children well and strong. The sharing of a typical American holiday means the promise of a happier future for millions of boys and girls suffering from disease and malnutrition.

Halloween was more fun than ever, for all tradition was retained. Costumes were donned, spooks and spacemen rang doorbells asking for treats or coins for others less fortunate.

Each year tens of thousands more young Americans join those already celebrating Halloween the UNICEF way. They hope more will join them this year to make Halloween 1958 a record year of giving the children of the world a chance to live.

Through UNICEF, the United Nations Children's Fund, Halloween gifts of coins help the children of more than 100 countries. For details on how to obtain UNICEF Halloween planning material, write the U.S. Committee for UNICEF, PO Box 1618, Church Street Station, New York 8, New York.

WESTERN ADVENTURELAND Conclusion

dates, date cakes, date candy, date milkshakes and other date delicacies.

Catch a starfish for a souvenir. They're clinging to the rocks of the headlands such as those between the sandy beaches of the Orange County recreational coastline south of Los Angeles. To cure them, merely boil, then swab with formaldehyde.

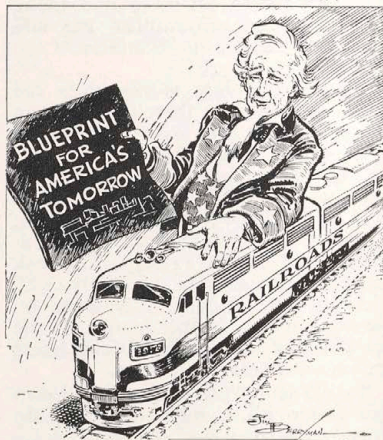
Explore a silver mine. Some \$80,-

000,000 in silver was mined from Calico in the scenic San Bernardino County desert. The old ghost town is being restored. You can explore mine tunnels, pick up beautiful pieces of "jewelry rock" and see the old buildings.

Cruise in a glass-bottom boat. The fantastic undersea gardens are located just out from Avalon Bay on Santa Catalina, a pleasant 22-mile boat ride from the mainland. You look down through the glass bottom and see 70-foot-long seaweed, abalone, starfish, giant ocean goldfish, blue perch, electric fish and, perhaps, a big bass poking his nose up to the window.

Explore a sea cave. The waves have carved seven of them into the cliffs of LaJolla. Six must be entered from the sea but you walk down a lighted tunnel to reach the seventh. The grotto is about 35 feet high, red oxide on top, purple along the sides with rings of white salt. You see bright fish swimming in the pool at your feet. Sun streaming through the mouth outlines a smiling man's face so the cave has been named "Sunny Jim."

A VITAL PART OF THE PLAN



New Washington Winter Sports Resort Planned

Plans for development of one of the finest and most elaborate winter sports resorts in North America, 75 miles east of Seattle and Tacoma in Washington, have been disclosed.

Ultimately to be a multi-million dollar recreation area, it would be located near Silver Springs in the vicinity of Chinook Pass, Snoqualmie National Forest.

Crystal Mountain, Incorporated, a firm organized by prominent Seattle and Tacoma residents has made application to the U. S. Forest Service to develop the area, a 1,400-acre tract ranging in elevation of from 4,100 to 7,000 feet.

Forest Service proposed facilities include a 6,000-foot double chairlift, other tows and lifts as needed, public shelter and food facilities, restrooms, parking area and road construction. The first phase is expected to provide facilities for up to 4,000 people daily.

The company has proposed a first chairlift 6,455 feet long to an elevation of 6,800 feet. There also would be a Poma-Lift 1,840 feet long and four rope tows.

Ultimately there would be eight other chairlifts, four additional Poma-Lifts if patronage and capital available make it possible.

"Cool Capers" Will Be Winter Carnival Theme

Slogan for the 1959 observance of the annual St. Paul Winter Carnival, January 30 through February 8, will be "Cool Capers." The theme will be carried out through the entire celebration and will appear on buttons and printed material. Theme for floats in the parades will be "Famous Books."

The mid-winter civic celebration draws thousands of visitors annually to Minnesota's capital city.

Lamphier Named to Economic Research Post



Mr. Lamphier

The establishment of a division of economic research and the appointment of Thomas J. Lamphier as its director has been announced by Great Northern Railway.

The new division of the railway's executive department will be responsible for economic research in problems of marketing, transportation costs and other related fields where investigation into transportation economics may be of value.

In addition to conducting its own research program, the new division will coordinate related activities in other departments of the railway and maintain contact with other railroad traffic research organizations.

Mr. Lamphier, who has been assistant to vice president—data coordination since 1957, will continue his activities in that field while directing the new research program.

Minneapolis Restaurant Now GN Operated

Operation of the restaurant and news stand in Great Northern's Minneapolis, Minnesota, passenger station has been taken over by the railway's Dining Car Department. Philip Eldred is manager and John Greavu is chef.

Scheduled hours of operation are 6 AM to 11 PM and top quality food at moderate prices and courteous, pleasant and prompt service are featured.

This is the only restaurant on the line owned and operated solely by Great Northern and Great Northern employees.

Seven



APPLE HARVEST IN WASHINGTON STATE

Coincident with the observance of National Apple Week, October 9 through 18, the harvest of the 1958 apple crop is underway in the orchards of the Wenatchee-Okanogan growing area in the State of Washington. The area is served exclusively by Great Northern Railway.

The total Washington State crop, again this year, will be a huge one with prospects of from 33,000 to 33,500 refrigerator carloads. To break

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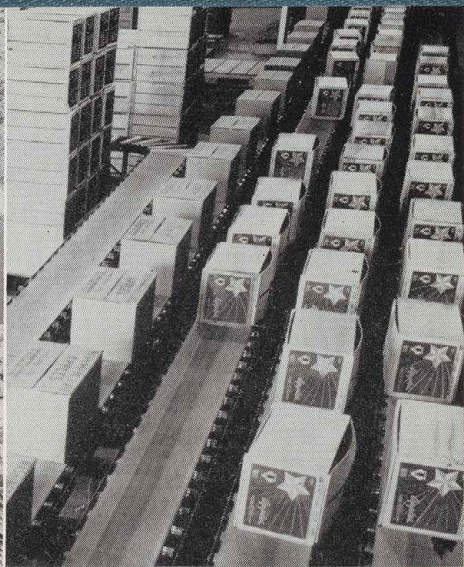


Washington State apples are sold in stores and supermarkets throughout the nation. Use of "trays" for display makes rotation quick and automatic.

← The "dean of apple shipping," John C. Powers, Great Northern general agent at Wenatchee, examines the Delicious apple harvest in the orchard.



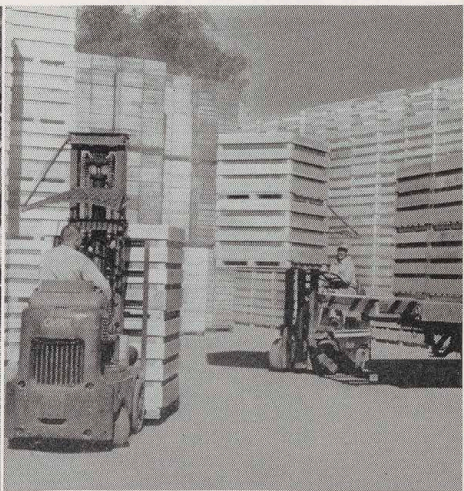
Tens of thousands of carloads of apples and other fruit are shipped annually over Great Northern Railway from its huge Appleyard Terminal at Wenatchee.



Washington State apples in wooden boxes and fibre-board cartons move down the conveyor belts at one of Wenatchee's several packing establishments.



Becoming popular as a means of transportation between orchard and packing plant is the use of "hyster" equipment. Regular box pallets as well as tote bins can be accommodated.



The bulk (or tote) bin is a recent development. Each bin has a capacity of from 26 to 28 boxes of apples and saves handling time in the orchard and at the warehouse dock.

WASHINGTON APPLE HARVEST Conclusion

it down even further, if the 26,400,000 boxes in this year's crop were piled end to end, they would reach one third of the way to the moon.

According to the best available estimates, national apple production on a per capita basis at our present rate will have to increase to 122 million bushels annually by 1965 and to over 143 million by 1975. As Washington produces approximately one-third of the national crop, there will have to be a planting of some 350,000 trees there within the next five years if the State is to maintain its position in the national picture.

Accordingly, and because of the increase in demand for the product, a gradual revolution has been taking place during the past ten or so years that is resulting in improved methods and practices.

Year by year, a greater percentage of the crop is being shipped in the new tray-packed cardboard container, rather than in the standard wooden box.

An important packing equipment development, because of the paper carton, has been new automatic machinery that packs the apples in the trays and in the box. Constant research is being carried on by the industry to design packing equipment that will further reduce packing costs.

The bulk or tote bin is a recent innovation. Considerable research and orchard use over a period of three years, using the bin for picking has brought increased acceptance of this method of handling. Each bin has a capacity of 26 to 28 boxes and saves handling time in both the orchard and at the packing plant dock. It is also used to better advantage in cooling the fruit for cold storage.

The use of hyster truck equipment is another improvement in methods of handling between orchard and

warehouse. Regular box palettes and tote bins are handled equally well and efficiently by this method.

New methods of bagging apples at the shipping, packing end are being employed.

Progress also has been made at the retail end. One of the most important projects in the education of produce retailers has been the FIFO—first in, first out—method of stock rotation which utilizes to advantage the fibre trays which separate the layers of fruit in the boxes or cartons in which they are packed.

Last, but certainly not least are improved storage practices. One of the most important as well as interesting of these is called Controlled Atmosphere Storage. This method involves the use of huge tents of plastic film in which as many as eight carloads of boxed apples may be stored in warehouses for long periods with no appreciable loss in quality. The first such commercial application was made in the State of Washington. Designs are being developed to economically upgrade older storage facilities by the use of this polyester resin film, and whereby large storage rooms may be converted into separate Controlled Atmosphere compartments as desired.

Lurline Schedules Winter Sailing from Seattle

The Matson Navigation Company's flagship, the S.S. Lurline, will sail from Seattle, Washington, at 10:00 P.M. on Friday, January 9, 1959, on a special Hawaii voyage arriving Honolulu 10:00 A.M. Thursday, January 15.

Fares for the five-and-one-half-day voyage match those in effect on the Lurline's regular California-Hawaii run of four-and-one-half-days affording an extra day aboard at no extra cost.



In a Bad Way

A man went to the doctor with the worst case of trembling hands the doctor had ever seen.

"How long have you had these symptoms?" asked the doctor.

"Well, it started about five years ago, but it's getting worse, Doc."

"Could it be that you are drinking too much?" said the doctor.

"How much is too much?" asked the patient.

"Oh, say a quart a day," replied the doctor.

"A quart a day!" exclaimed the patient, "Doc, I spill that much."

* * *

More Involved

Cowboys in today's TV westerns don't have trouble rolling a cigarette. No sir! It's adding the filter tip that gets 'em!

* * *

Way Back When

An old-timer is a man who remembers when the only problem about parking was to get the girl to agree to it.

* * *

Fly in the Ointment

Overheard at a bus stop: "How's your daughter, Mrs. Jones—the one who got married last year? Is it working out well?"

"Oh, yes, everything's fine. Of course, she can't stand her husband—but then, isn't there always something?"

Potent Persuader

"Joe finally married that red head."

"What got into him?"

"Buckshot."

* * *

Black Sheep

Jim: "What happened when you asked the boss for a raise?"

George: "Oh, he was like a lamb."

Jim: "What did he say?"

George: "BAH!"

* * *

Daffynition

"He's a psycho-ceramic."

"What's that?"

"A crackpot."

* * *

Open For Business

Pedestrian: "Sorry, but I just don't give money to men on the street."

Panhandler: "You want that I should open an office?"

* * *

Speculation

A grizzled old banker in a rural town was being interviewed on his successful career.

"How did you get started in the banking business?" he was asked.

"It was simple," he replied. "I put up a sign saying 'Bank.' A feller came in an' gave me \$100. Another came by with \$200. By that time my confidence had reached such a point that I put in \$50 of my own money."

* * *

Don't Get In a Rut

Never make the same mistake twice. Make a new one.

Eleven

Midwest Business Exhibit

A gigantic six-state Midwest Business Opportunities Exhibit, designed to stimulate defense business in the Upper Midwest, will be held October 15, 16 and 17 at the Minnesota State Fair Grounds in St. Paul.

The exhibit will serve as a centralized meeting place for Midwest manufacturing firms and hundreds of the nation's prime contractors, including federal government defense agencies.

It is estimated that the exhibitors at the exhibit will represent close to 90 billion dollars in volume of business.

Serving as co-sponsors of the three-day industrial trade fair will be the Minnesota Department of Business Development and the corresponding offices of the states of Iowa, Montana, North Dakota, South Dakota and Wisconsin, Chambers of Commerce and numerous cities in the region.

The federal agencies which will participate include the Departments of Defense, Army, Navy, Air Force, Commerce, Labor, Agriculture, Small Business Administration and the Atomic Energy Commission, all of whom are seeking new sources of supply.

Exhibitors will include four types:

1. The federal government's principal prime contractors will show the prospective subcontractors what the prime contractors would like to buy.
2. The federal government will display the new missiles, nuclear energy and satellites, and specify their requirements.
3. Midwest manufacturers will display their production capabilities for the purpose of obtaining federal contracts, or sub-contracts.
4. Communities in the Upper Midwest which are promoting industrial sites will display sites and advantages of locating new business in their communities.

Anticipated attendance is 30,000

Twelve

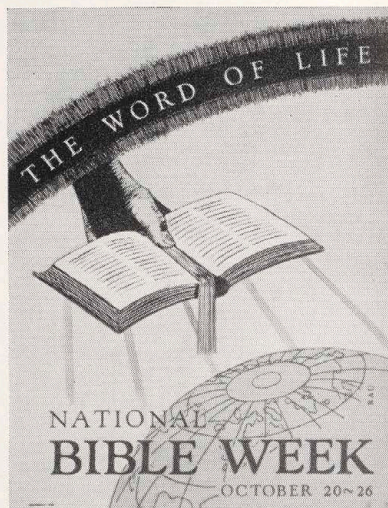
businessmen. There is no charge for admission and the public will be invited to attend on one day only, October 15. No consumer goods will be shown.

National Bible Week

Proclamations and messages from the President of the United States, State Governors and leaders of industry, labor and the professions will help call the attention of all America to National Bible Week, October 20 through 26, 1958.

Purpose of the observance is to foster a re-awakening of religious thinking in every possible way through the reading and study of the Holy Bible.

Sponsor is the Laymen's National Committee, Incorporated, a non-sectarian organization founded in 1940 and dedicated to conducting a constant campaign of public education to encourage Bible reading and study, Church, Synagogue and Sunday School attendance and to promote a better understanding among all peoples.



GREAT NORTHERN—THE GLACIER PARK ROUTE

From a high vantage point, the valley presents a gay picture of clusters glowing

California
"Wineland"

Autumn
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To mark
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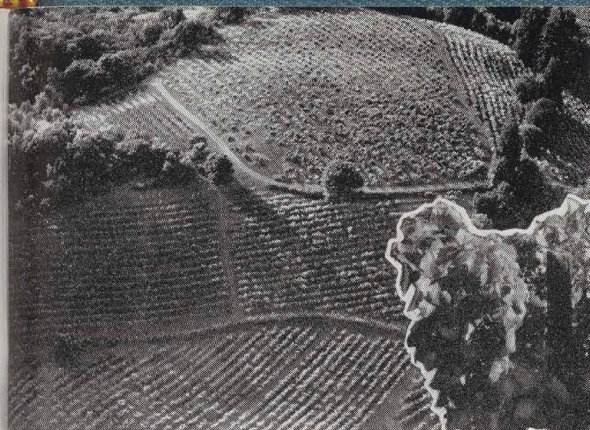
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From a high vantage point, the Napa Valley at harvest time presents a gay patchwork of autumn colors with the ripe grape clusters glowing among gold and scarlet leaves.

California, "Wineland of America"

Autumn in California means another grape vintage, the first step in the making of the fine wines of California.

To mark the completion of another successful harvest, members of the California wine industry join together to celebrate National Wine Week. This year the week-long tribute to the wine industry will be held October 11-18.

Throughout the nation, special events, all with a wine theme, will be held.

In California, the "Wineland of America," civic activities, banquets, wine tastings, window displays and other affairs will capture the imagination of one and all.

In the famed wine growing districts of California, dances, village festivals, and ceremonies will honor the vintage.

Lovely, 21-year-old Susan Counter of San Francisco will reign during the

Lovely Susan Counter of San Francisco reigns as queen during 1958 National Wine Week activities.



week of national activities. The 1958-59 Wine Queen was crowned September 2 at the State Fair and Exposition and is California's wine hostess to America.

This year's observance of National Wine Week is marked by statistics showing a rapid rise in the popularity of California wine everywhere.

Last year alone California distributed 124,829,000 gallons of wine to American consumers, or 85 per cent of the wine consumed last year in the United States.

California's fine wines are distributed to every major market in the United States. The bulk of this distribution is over America's network of railroads.

And like the railroads, the California wine industry, which today is the largest and most valuable fruit

(Concluded on page 14)

Thirteen

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

"CARE" Self-Help Program

Projected CARE distributions of economic, educational and health equipment and supplies during 1958 will enable an estimated six million people around the world to share the tools to help themselves.

This estimate is based upon a minimum of \$2 million the international aid agency is asking the public to contribute for CARE's Self-Help Program this year. The funds will provide the material for direct training and use to needy individuals, institutions and communities in 23 areas of Asia, Europe, Latin America and the Middle East, as gifts from the American people.

These Self-Help distributions will supplement CARE's vast food relief programs which are now helping to feed an average of 11 million people every day.

"Tools," in the agency's concept, cover every conceivable type of supply from agricultural and vocational implements to books, medicines and sewing machines. Specific items to be provided, through some 50 types of CARE packages, are based upon priority requests sent to the New York headquarters by its representatives stationed abroad.

Contributions in any amount may be sent to CARE Self-Help, 660 First Avenue, New York 16, New York, or any of its other offices. Principal Railway Express Agency offices also act as CARE donor centers.

WINE WEEK—Conclusion

crop in the state, valued at half-a-billion dollars, grew up the hard way. Among the pioneers of the industry was Leland Stanford, himself a leader in the railroad industry.

Today, 189 years after the Spanish Padres first brought the vine into California, the industry is on the threshold of new gains and the future is indeed a bright one.

Fourteen

Transportation Study

The Senate Interstate and Foreign Commerce Committee, at its final meeting for the recently closed session of Congress, discussed plans for the overall study of the future needs of the nation's transportation system as proposed in Senate Resolution 303.

Senator Magnuson (D., Wash.) announced at the close of the meeting that the Committee expected the study would get underway either late this year or early in January. Meanwhile, the Committee is giving consideration to the employment of several transportation experts who are going to carry on the actual study work.

Thrift Season in Britain

According to travel experts, the intending traveler who takes advantage of the "Thrift Season" in the British Isles benefits more than does the traveler who does his touring during the peak summer season.

During the off season, visitors have a greater choice of transport facilities and hotel accommodations, more freedom to do and see what they please without crowding and many costs and expenses are lower.

One illustration of inexpensive travel during "Thrift Season" is British Railways' "Thrift Coupons." Available throughout the year, they are especially appropriate for "Thrift Season" travel entitling the purchaser to up to 1,000 miles of "go-as-you-please" rail travel in Britain and Ireland for only \$21 second class or \$31.50 first class. Valid for six months from date of issue, the coupons may also be applied against sleeper and other reservations, all Irish cross-channel services and MacBrayne's steamer services in Scotland.

American and Canadian travel agents are always ready to help and advise visitors from North America planning a "Thrift Season" trip to Britain.

GREAT NORTHERN—SWIFT, SAFE, SURE

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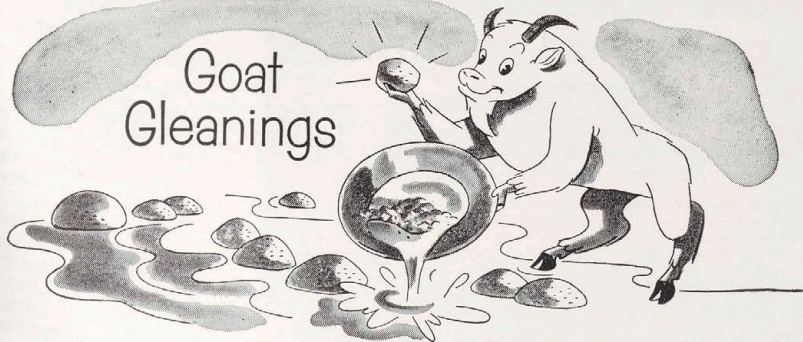
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Goat Gleanings



During the period October 9 through 18, which is National Apple Week, Great Northern train No. 32, the eastbound Empire Builder, will stop daily at Wenatchee, Washington, for 10 minutes, to permit members of the Wenatchee Junior Chamber of Commerce to distribute free Washington State apples to passengers. This is an annual tradition of many years' standing.

* * *

On or about October 6, 1958, Great Northern Railway San Francisco, California freight and passenger traffic offices will be relocated at 415 Monadnock Building, 681 Market Street. Telephone numbers are not changed: YUkon 6-1246 for the Freight Department and SUTter 1-6051 for the Passenger Department.

* * *

Dr. Marvin L. Fair, formerly Professor of Economics and Transportation at Tulane University has been named Director of the Transportation Program in the School of Business Administration at The American University, Washington, D. C.

* * *

Burton Holmes, famed globe-trotter, lecturer and creator of the "travelog," died recently at the age of 88.

D. D. Dahl of Grand Forks, North Dakota, has been named director of specialized services for the Great Northern Railway in St. Paul. He succeeds W. T. Sloan, who becomes trainmaster at Superior, Wisconsin.

* * *

Elmer Fladmark, former chief ranger of Glacier National Park, and most recently superintendent of Joshua Tree National Monument in California, has been named chief ranger for Yosemite National Park.

While serving in Glacier in 1956, Fladmark was given an outstanding performance rating by the National Park Service. It was the first time that a NPS employee in Region 2 had been so honored.

* * *

On November 1, 1958, Great Northern Railway's Toronto, Ontario, traffic office will move from Room 507 in the Boyal Bank Building to Room 709 in the same building.

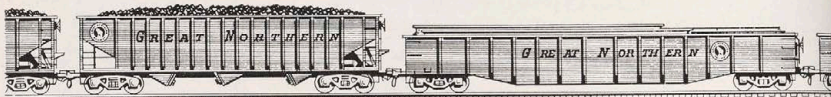
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The 1959 St. Paul, Minnesota, Auto Show will be held November 26 through 30, 1958, in the Civic Auditorium. Doors will be open from 1 to 11 PM during the five-day Thanksgiving weekend show.

Fifteen

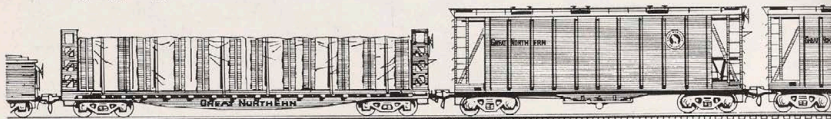
BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

NEW LOOK in Freight Cars on Great Northern



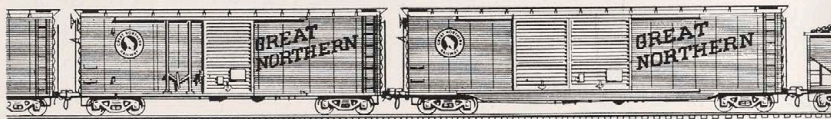
NEW GONDOLAS to handle North Dakota's lignite, now moving an ever greater volume. These are 70-ton, hopper type.

NEW MILL-TYPE GONDOLAS of 70-ton capacity. These superb new cars will carry fabricated steel.



NEW FLAT CARS with bulkheads—suitable for lumber, wallboard and plasterboard. 20 new cars of this type in 1958.

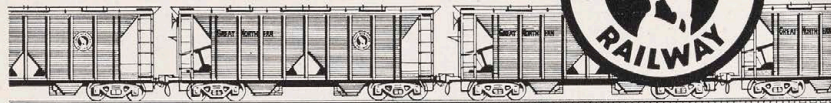
NEW AIRSLIDE HOPPER CARS simplify loading, shipping and unloading of flour, sugar and other dry food products.



NEW PLUG-DOOR BOX CARS have a king-size opening that makes mechanical loading a breeze. 250 40-ft. cars are new in 1958.

NEW BOX CARS with double doors to permit easy loading of products of great lineal dimension. 250 of these in 1958.

More and more special duty cars perform specialized shipping chores for our customers.



NEW COVERED HOPPER CARS in two sizes: 1,850 cubic foot capacity for cement; 2,900 cubic foot capacity for soybeans, barley, malt.

If you have special transportation problems, write or call W. E. Nicholson, General Freight Traffic Manager, Great Northern Railway, St. Paul 1, Minn.

**NEW LOOK FROM
PASSENGER CARS
ON GREAT NORTHERN'S
incomparable
EMPIRE BUILDER**



See the Mississippi Palisades, the northern Rockies, the spectacular Cascades from Great Dome seats aboard this superb streamlined train. Daily between Chicago and Seattle-Portland via St. Paul, Minneapolis and Spokane. For information: P. C. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

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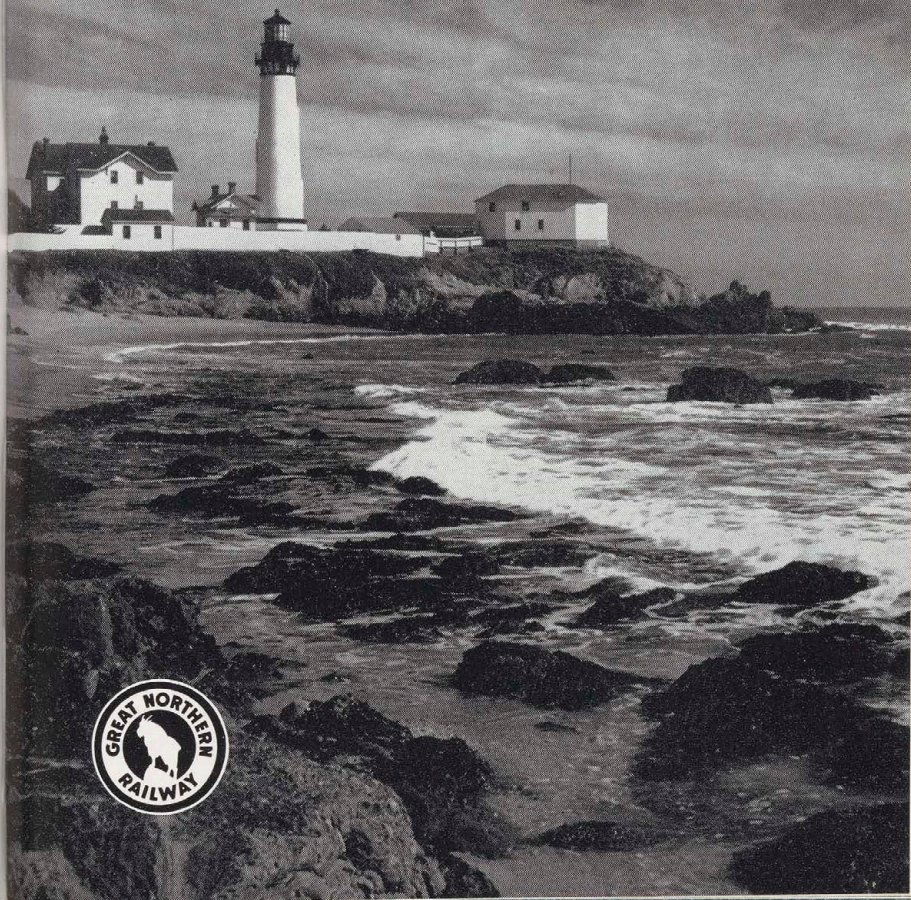
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The Great Northern

GOAT

NOVEMBER 1958



The Great Northern GOAT



Vol. 28 November, 1958 No. 11

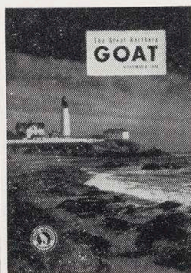
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Picturesque Pigeon Point lighthouse on the California Coast beams out almost half a million candle-power over the Pacific Ocean.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Your Railroads

At exactly high noon on the day of November 18, 1883—seventy-five years ago—all railroad clocks in the United States were set to a newly established Standard Time. And thus was ended, once and for all, the nation-wide confusion caused by the fact that there were then more than 100 different local times under which trains were being operated.

This historic step—the adoption of Standard Time—was taken three quarters of a century ago by a group of railroad officers organized as the General Time Convention, a forerunner of the Association of American Railroads. Meeting at the Grand Pacific Hotel in Chicago, they devised a system of Standard Time dividing the nation into four zones based on sun time at the 75th, 90th, 105th and 120th meridians west of Greenwich. Standard Time was quickly accepted throughout America, and eventually spread all over the world.

Railroad men realized in 1883, as they do today, that efficient transportation is precision transportation. It is this precision of operation that helps make possible the dependable, low-cost railroad service upon which a dynamic American economy depends.

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All Signs Indicate Record Christmas Mail

Close to 10 pounds of mail—letters and parcels—will be handled this Christmas season for every man, woman and child in the United States.

Nationwide indications are that the 1958 total volume of Christmas mail will be the heaviest in history—and the facilities of the Post Office Department and the railroads will be taxed as never before.

Once again the key to facilitating the gigantic task of moving and delivering this avalanche of mail is the annual "Mail Early" campaign.

As in previous years, the railroads have made advance preparations for handling the holiday volume expeditiously. The upswing in letter mail and parcel post shipments is already in evidence, and the railroads again join with the Post Office Department in the appeal to the American people to shop and mail early.

The goal of railroad and postal employees is to effect delivery of Christmas mail all over America by Christmas Eve. It is a goal that is attainable only through the combined cooperation of all concerned—railroad men and women, postal workers, and the general public.

GN Sponsors After Harvest Tour

Great Northern Railway is sponsoring an organized "After Harvest Holiday Tour" from points along its lines to Chicago, Illinois, December 2-5, 1958. Included in the tour program is admission to the International Livestock Exposition.

A well-rounded schedule of entertainment has been provided at a low, package cost. Included are four full days and three nights in Chicago featuring evening programs and dinner at Math Igle's Casino, Hotel Windemere, Empire Room of the Palmer House, and the Martinique

Supper Club. Tour members will stay at the Morrison Hotel in the heart of the Loop.

Featured are morning and evening visits to the Livestock Pavilion where the star attraction will be Arthur Godfrey and his troupe of radio and TV personalities.

Also included are admissions to one of several stage attractions, group luncheons and first morning group breakfast. Comprehensive motor coach sightseeing tours of the city include visits to Brookfield Zoo, Adler Planetarium, Prudential Building, Art Institute, Polk Brother's Discount House, and Evergreen Plaza Shopping Center. Other attractive features of the itinerary are the Don McNeil Breakfast Club broadcast and a matinee performance of Michael Todd's "South Pacific." Baggage handling, transfers, entrance fees, state tax, tips, etc., are covered. Tour activities begin with the arrival of the Western Star the morning of December 2, and conclude with departure of the same train the late evening of December 5.

Full details and costs are available from any Great Northern travel office or representative, or may be obtained by writing to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Seattle Passenger Club

Officers and directors of the Seattle Passenger Club for the 1958-59 season are:

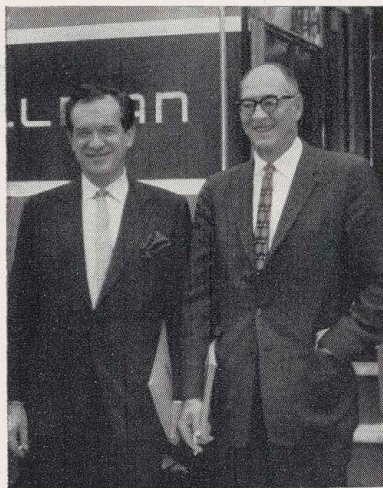
President, Phil J. Malo, Milwaukee Road; vice president, Jack T. Hall, Canadian National; secretary, John B. Fowler, Great Northern; treasurer, John L. Lundberg, White Pass & Yukon Route.

Directors: G. C. Olson, World Travel Service; Ray C. Castle, Northern Pacific; R. W. Peugh, Union Pacific; W. D. Jorg, Royal Dutch Airlines; E. A. Morgan, Canadian Pacific Steamship Company.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Aboard the Empire Builder



Pictured above during a recent brief press conference as their train paused at Havre, Montana, are Empire Builder passengers Al Capp (left) and Marvin L. Kline.

Mr. Capp is, of course, the famed creator of the popular "Lil Abner" comic strip and 1958 National Volunteer Chairman for the Sister Elizabeth Kenny Foundation Fund Appeal. Mr. Kline, a former mayor of Minneapolis, Minnesota, is the Foundation's Executive Director.

Centennial Train Visits 97 Minnesota Communities

Minnesota's 1958 Centennial Train, a rolling exhibit of 100 years of statehood, has completed its tour during the course of which it visited 97 communities.

Purpose of the train, which was patterned after the 1948 Freedom Train, was to carry the centennial story to every part of the state. It's estimated value was \$1 million.

Four

Industries and private interests supplied much of the exhibit material and the 11 railroads in the state, including Great Northern, furnished the equipment together with its operating cost. The railroads' contribution to the project was estimated at \$450,000.

New designs and display techniques were utilized in assembling the train, which consisted of nine cars, six for exhibits and three for the crew and maintenance personnel.

Each car was devoted to a particular subject: History, Resources, Business and Industry, Social Progress, etc. The rolling museum was air conditioned and equipped with a communication system.

Rare Fish Ride the Rails

The world's only railroad car designed to transport live salt water fish from U.S. coastlines, is being readied for the John G. Shedd Aquarium in Chicago.

Looking much like a streamlined passenger car with most of its windows blocked in, the unusual car is being constructed by the Thrall Car Manufacturing Company. It will carry Shedd collecting parties to coastal cities, and transport their live "catch" of rare fish back to the aquarium.

Inside the special Shedd car there are living quarters for six men at one end and for hundreds of fish at the other. Larger fish-like sharks will be carried in specially constructed wooden tanks of which there are 16, each weighing nearly a ton when filled with water. For the tiny tropical salt water fish, there are 20 smaller tanks.

The idea for the car is that of Walter H. Chute, director of the aquarium which has long had the largest collection of salt water fish of any inland aquarium.



Hundreds of billboards posted throughout the state urge Oregon residents to make ready for millions of visitors in 1959.



Attendance of 8 million is forecast for the Oregon Centennial Exposition at Portland which will look like this when it opens next June 10 for a 100-day stand

Oxen to Atoms - Oregon's 100 Years

Oregon is going to have a birthday party in 1959—and what a party! The striping state, admitted to the Union in 1859, will begin celebrating on February 14, the admission date, and keep on going well into the fall.

Pony express riders will carry the mail again, covered wagons will roll, historical pageants will abound.

Highlight of the whole celebration will be an exposition at Portland, opening June 10 and lasting a symbolic 100 days. Part of it will be a two-week international trade fair, with displays from 30 countries. An attendance of 8,000,000 is forecast.

A special commemorative stamp

will be issued, citations will be presented sea-going ships as they enter the Columbia River, huge pictures will be drawn in growing flowers on hillsides; ghost towns and mine shafts will be re-opened and guided tours will be held.

As crocuses begin to give way to daffodils, a train of covered wagons drawn by oxen, will begin re-tracing the toilsome trail of the pioneers. The prairie schooners are scheduled to reach the exposition at Portland toward the end of July and form a circle in authentic pioneers style.

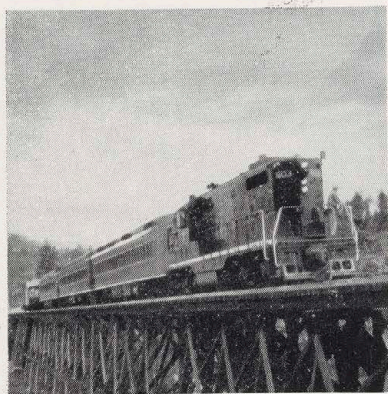
The exposition will be centered in

(Concluded on page 6)

Five

THE STREAMLINED INTERNATIONALS

Pacific Coast Railroad Handles NMRA Special



Delegates to the Pacific Northwest regional convention of the National Model Railroad Association climaxed their conclave at Seattle, Washington, with an excursion train with 220 passengers over the Pacific Coast Railroad.

The above photograph shows the model fans' special train crossing the Maple Valley trestle. PCRR, a subsidiary of Great Northern since 1951, was originally the Seattle and Walla Walla Railroad, launched in the 1870's by pioneers of Seattle who were determined that their hamlet would have a rail connection with the East.

The NMRA special was the first passenger train to run 29.9 miles from Seattle to Black Diamond since 1925.

Pacific Coast Railroad, once a prime coal carrier, now serves a growing industrial district south and east of Seattle, proper.

OXEN TO ATOMS—Conclusion

a 65-acre site with an 11-acre pavilion as its heart—the biggest display area

Six

under a single roof in the United States.

Eighteen acres of the site are reserved for Adventureland, the Disneyland of the Pacific Northwest, which will combine historic displays and glimpses into the future. The village in which Lewis and Clark wintered on the Oregon coast will be re-created; an authentic log stockade will be built; a frontier boom town will be in operation. A logging train salvaged from days of yore will carry visitors around the area; a stage coach will roll again and a sawmill will operate while the silent giant of atomic energy works its peacetime wonders.

A tea house and rickshas will feature the garden of tomorrow, which also will be graced by newly-developed flowers from all over the world, as well as native plants and shrubs.

Less than 50 miles from Portland and the exposition are hillsides covered with rhododendrons and azaleas growing wild, some of them estimated at more than 400 years of age. Many visitors will sightsee along the Mount Hood Loop Highway, which, in less than a day, takes one from Portland past the rhododendrons to the glaciers of Oregon's mightiest mountain, through moss-draped timberlands to irrigated orchards and back through the rugged Columbia Gorge, carved by the Columbia River from the massive coast range in bygone ages, past gigantic Bonneville Dam to bulb and rose farms on the edge of Portland. Fishermen will hurry to rippling trout streams and mountain lakes, all stocked with fighting fish; lovers of the seashore will find cooling breezes on 400 miles of beach, all open to the public, and rodeo fans will watch 'em buck at scores of celebrations in the wheat-and-cattle-growing plateaus of eastern Oregon and the timber-clad, industrial and farming western part of the state.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Coach Class Tickets Now Honored in Western Star Sleeping Cars

Effective November 1, 1958, and continuing in effect for an experimental period ending May 15, 1959, Great Northern Railway will honor coach class tickets in standard sleeping cars (without additional rail fare) on Western Star trains 3 and 4 between St. Paul, Minnesota, and Seattle, Washington, and intermediate stations upon payment of the Pullman charges for space occupied.

The Spokane, Portland and Seattle Railway will also honor coach class tickets in sleeping cars operated on its trains 3 and 4 (the Western Star) between Spokane, Washington, and Portland, Oregon, and intermediate stations. This will permit through passengers holding coach class tickets via Great Northern-Sp&S to occupy space in the Portland sleeper operated on the Western Star on payment of the Pullman accommodation charge.

First class rail tickets will continue to be required for passengers occupying Pullman car accommodations on the Western Star east of St. Paul, however.

AARTA Names '59 Officers

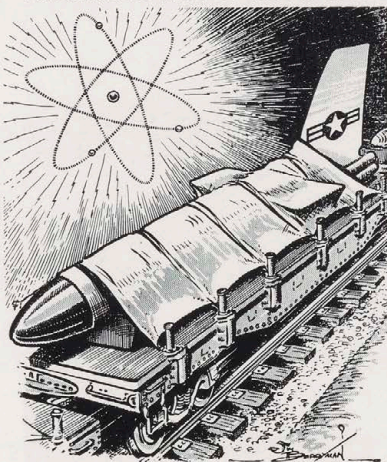
E. P. Capelle, ticket agent, Union Passenger Terminal, New Orleans, was elected president of the American Association of Railroad Ticket Agents at the organization's 35th annual sales-educational meeting held recently at Montreal.

E. A. Arbagey, NYC, Chicago, was named vice president, and J. D. Florence, manager, Rock Island Travel Center, LaSalle Street Station, Chicago, was re-elected secretary-treasurer. Retiring president is G. D. Douglas, Englewood Union Station, Chicago.

Named to the executive committee were: W. L. James, B&O, Pittsburgh;

G. P. Dubose, MP, San Antonio; Miss Louetta Perkins, Union Terminal, Cincinnati; W. W. Wilson, NYC, Niles, Michigan; David Spahr, SP, Los Angeles and Gilbert C. Markman, C&NW, Boone, Iowa.

PROGRESS RIDES THE RAILS



GN Speeds Up East-bound Freight Trains

A new, 24-hour-faster freight schedule for Pacific Northwest shippers was put into effect by Great Northern Railway on November 1.

Official adoption of the new three-day schedules between Seattle-Portland and the Twin Cities, which trim a full day from runs previously in effect, follows successful test runs that were conducted during October.

Great Northern new eastbound freight schedules match those inaugurated by the railway in early 1955 for its westbound transcontinental freight trains.

The accelerated service also applies to perishable products from the Wenatchee, Washington, fruit area.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



al catama-
from Wai-
for the coral

gger canoe
Wai canal,
background.



Ala Wai golf course borders the canal and is popular with visitors. Mountain-side Honolulu residences are visible in the background.

BACK DOOR TO WAIKIKI

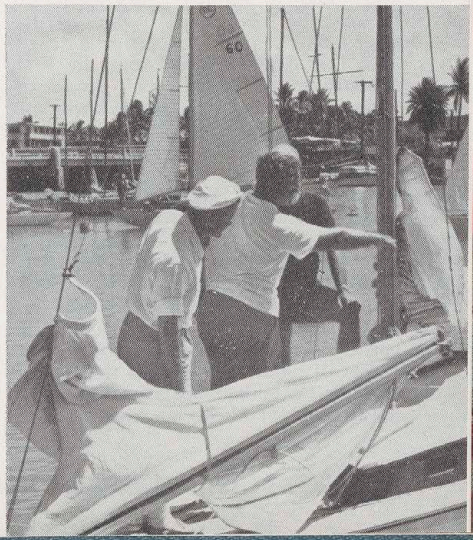
Waikiki's "back door" has the same tropical allure as the famed surf and palm-fringed beach that makes up the "front door" of this mid-Pacific resort area.

The back door is a placid boating canal called Ala Wai that parallels Waikiki beach until it meets the sea at the Honolulu yacht harbor. Running from one to six blocks inland from Kalakaua Avenue, main Waikiki thoroughfare, the Ala Wai is the scene of much Waikiki activity. One side is lined with homes and apartments aligned along a boulevard. On the opposite side of the canal are the broad fairways of the Ala Wai public

(Concluded on page 10)



Waikiki's Ala Wai canal empties into the nearby yacht harbor. Numerous houseboats are moored here along with motor boats and sailing craft.



BACK DOOR TO WAIKIKI

Conclusion

golf course and the campus of Iolani school.

Boating is the main attraction of the Ala Wai. Outrigger canoe crews practice on its waters for competitive events, sweeping the pencil slim canoes along the course with swift strokes. U-drive, electrically powered boats, private outboards and even jerry-built rafts add to the traffic.

Along the banks are small piers on stilts built by local fishermen, who sit patiently waiting for the bite of a mullet or eel.

Backdrop for this off-beach activity are the green-carpeted slopes of the Koolau mountains that rise behind Honolulu and the deep valley indentations often shrouded in a mist of rain. At night, the lights of residential areas on the heights and in the valleys form incandescent patterns. Diamond Head stands just beyond the closed end of the canal.

At the ocean end of the canal just beyond where Waikiki's main thoroughfare bridges the Ala Wai, the stream broadens into the Honolulu yacht basin. Here are moored the big trans-Pacific yachts, smaller sailing craft and a motley assortment of houseboats. The yacht harbor berths also face the sea and cover a large area between the canal and the first Waikiki beach hotels.

Once a low-lying, marshy area of duck ponds, the Ala Wai canal was dredged nearly a quarter of a century ago bisecting the plain just behind Waikiki beach. From the beginning, it was a residential area. Of late years, the area between the canal and the beach has become a district of bungalows, apartments and hotels all within a few minutes' walk of the beach.

Within this area bounded by the curling surf, a canal and the craggy slopes of Diamond Head is the Honolulu district called Waikiki. Once the playground of Hawaiian kings, where

coconut groves fringed the sea, it retains its tropical beauty today amid the modern surroundings of hotels and smart shops.

Actually, the beach area has been expanded from the early days. The coconut groves have been retained in hotel grounds and Kapiolani park. And new beauty has been added since the days of the monarchy with the addition of the Ala Wai canal.

The majority of ocean liners plying between the mainland and the Islands sail from San Francisco. Many Hawaii-bound vacationers avail themselves of a real travel bonus by using Great Northern Railway's northern route between their home cities in the east and upper midwest and the California port. Round trip rail fare via Great Northern's scenic route (in one direction) to California via the ever-green Pacific Northwest is but little more than that charged when direct routes are used in both directions. Convenient connections with California-bound streamliners are made with the incomparable Empire Builder and companion Western Star at both Seattle and Portland. Stopovers may be arranged at no additional cost.

The flagship of the Matson Navigation Company, the luxury liner Lurline, which is in regular California-Hawaii service, will sail from the Port of Seattle on a special Hawaii voyage on January 15, 1959. Fares for this five-and-one-half-day voyage will match those in effect on the vessel's regular four-and-one-half-day run.

President Proclaims 1960 as Visit America Year

President Eisenhower has proclaimed "the year 1960 as Visit the United States of America Year" and has requested the appropriate officials of the Federal Government and of the several States, Territories, possessions and municipalities of the United States to cooperate in the preparation for and observance of that year.



Present Company Excepted

An inferiority complex could be a blessing if the right people had it.

* * *

Sad But True

It costs more now to amuse a child than it used to cost to educate his father.

* * *

No Help

Mother: "When those bad little boys threw rocks at you, why didn't you come and get me?"

Junior: "Gee, Ma, you couldn't hit the side of a barn."

* * *

No Help Needed

Suitor: "Sir, I have an attachment for your daughter."

Father: "Young man, when my daughter needs accessories, I'll buy them for her myself."

* * *

Slow Poison

A grizzled British colonel, retired after years of service in India, was ill. It was diagnosed as hydropsy. "What's that?" he demanded of his doctor.

"Too much water in the body," the doc explained.

"But I've never taken a drop of water in my life," the colonel snorted. After a moment's reflection, he added. "Must have been that blarsted ice."

Excuse, Please

The drunk sitting at the bar adjacent to a man and his wife suddenly came forth with a resounding burp.

"How dare you, sir. What do you mean burping before my wife!"

With that the drunk unsteadily got off the bar stool and making a sweeping bow said:

"A thousand pardons, sir. I did not know it was the lady's turn."

* * *

Exasperating

"Does your husband talk in his sleep?"

"No, and it's terribly exasperating. He just grins."

* * *

No Squawking

First Pelican: "That's a fine fish you have there."

Second Pelican: "Well, it fills the bill . . ."

* * *

Asking A Lot

This inquiry came to the reservations desk of a resort hotel:

"Do you have suitable accommodations where I can put up with my wife?"

* * *

Save Time

Learn from the mistakes of others. You haven't time to make them all yourself.

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Aboard the Empire Builder



Recent passengers on the incomparable Empire Builder traveling between St. Paul, Minnesota and Seattle, Washington, were the seven gentlemen pictured above at St. Paul Union Depot just before train time.

They are, left to right, Mr. Alfred Ciano, New York City, Department of Labor Bureau of Apprenticeship and Training Field Representative, and from Ankara, Turkey, Necmi Sari, Yosuf Onertoy, Memmet Remzi Oncul, Omer Balkan, Selim Osman Artuc and Halim Gokdeniz. The Turkish gentlemen are in this country to study the U.S. electrical apprenticeship program. Sponsored by the International Cooperation Administration, the program aims to familiarize the Turkish representatives with the beginning and operation of the apprenticeship program in this country as a basis for establishing a national apprenticeship program in Turkey.

For the World's Children

Your Holiday Season would be even more joyful if you were to share it with countless needy children.

You can realize this joy by purchasing UNICEF Christmas cards. Their designs are unique as well as artistic and are the work of world-famed artists. The proceeds from their sale

Twelve

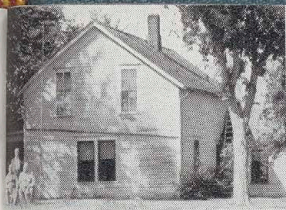
make it possible to send food and medicines to millions of the world's children who are hungry and sick. Help is given to children having the greatest need and countries receiving aid for their children are required to "match" each dollar UNICEF spends. Often their contributions are double or more.

UNICEF, the United Nations Children's Fund, helps countries carry on basic maternal and child care, anti-malaria campaigns, and the fight against such diseases as leprosy, tuberculosis, trachoma and yaws. This year, fifty million children in some 100 countries and territories are being given the chance to grow up to be normal, healthy adults. Yet, two thirds of the world's population, some 600 million children, still suffer from hunger and sickness. Proceeds from the sale of five boxes of cards supply enough milk to give 210 children one large glass each day for a week; or enough vaccine to protect 300 children against tuberculosis. When you buy UNICEF cards you are sharing your joy with the world's children.

Full details are obtainable from UNICEF Greeting Card Fund, United Nations, New York.



GREAT NORTHERN—SWIFT, SAFE, SURE



This huge sign measuring 60 x 16 feet has pointed out Spring Lake in Minnesota to Great Northern passengers for 54 years. Inset shows the Nelson homestead nearby.

Spring Lake on the Willmar Line

Dassel, Minnesota, is a prosperous and attractive town on Great Northern Railway's Willmar line about 65 miles from St. Paul. Like many other communities in the area, there's a small lake near the edge of town, but the lake near Dassel is readily identified as Spring Lake because of a large sign of white stones set into the hillside.

Passengers on the incomparable Empire Builder constantly inquire of train crew members how such a sign came into being, and at the suggestion of Ben Eldred of St. Paul, veteran conductor on the division, a brief history of the Spring Lake sign is carried below.

The idea, according to Mr. Eldred, was conceived one night 54 years ago in a hayloft by two young men who were proud of the picturesque body of water. One of the youths, Oscar Nel-

son, now 75, still lives on the family homestead where the sign is located. The other lad is J. Albin Mattson, now a physician practicing a few miles away. Together the boys hauled stones from nearby fields and the lake to make their sign. They made it in the first field opened to cultivation on the farm.

Dr. Mattson determined the lettering by cutting out the sod. Mr. Nelson followed him, placing the stones—949 in all. The two young men finished one letter every night until the 60-foot long project was completed.

The 16-foot high letters then were whitewashed so they might more easily be seen from passing trains and the little roadway that at the time skirted the Great Northern tracks.

Eventually, both Oscar and Albin

(Concluded on page 14)

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

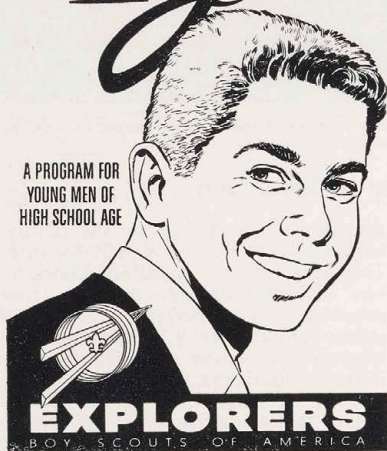
SPRING LAKE—Conclusion

left the area, but the Spring Lake sign was maintained in tip-top condition by Oscar's older brother John, now 82. John's daughter Virginia also helped with the annual whitewashings.

The Spring Lake sign became more than a family interest when Conductor Eldred offered to help. Ben, who used to fish and swim in the lake himself when he was a boy, now shares the cost of painting and maintenance.

IT'S NEW! *Join*

A PROGRAM FOR
YOUNG MEN OF
HIGH SCHOOL AGE



A new "Exploring" program under direction of the Boy Scouts of America will be available to boys of high school age late this fall. It is based on a recent national survey of high school age boys and is designed to meet the interests, needs and desires of that age group as they have expressed them in the survey.

Exploring offers an opportunity to explore various vocations and hobby

Fourteen

interests; adventurous outdoor activities; social events; a chance for growth through personal fitness and citizenship projects.

Designed to be attractive to boys whether or not they have ever been members of the Boy Scouts of America, boys are eligible for membership when in the ninth grade or above and 14 years of age. Those 15, 16 and 17 years old may register regardless of grade.

Posts are sponsored by church, synagogue, school, veteran, fraternal, civic or industrial groups whose aims and purposes are in harmony with those of the Boy Scouts of America.

The new Exploring program has the benefit of extensive scientific study of high school age boys and the experience of the Boy Scouts of America in sound programming and organization procedure.

Watch for an Explorer post being organized in your area or contact your local Boy Scout office and get your own post organized.

GN Buys Prize Livestock

Great Northern Railway was the high bidder on three prize lambs and a prize steer raised by Minnesota 4-H youths and sold at the auction sale which closed the recent 40th Annual Junior Livestock Show at South St. Paul.

The award-winning lambs were exhibited by Arlen and Marian Olson, a brother and sister team from Foss-ton, Polk County, and by LeRoy Swenson of Atwater, Kandiyohi County.

The prize Angus steer bought by the railway was owned by Lynda Jacobson of Hills, Rock County.

Great Northern's participation in the South St. Paul show is prompted by its long-standing interest in encouraging junior agricultural activities in the territory served by the railway.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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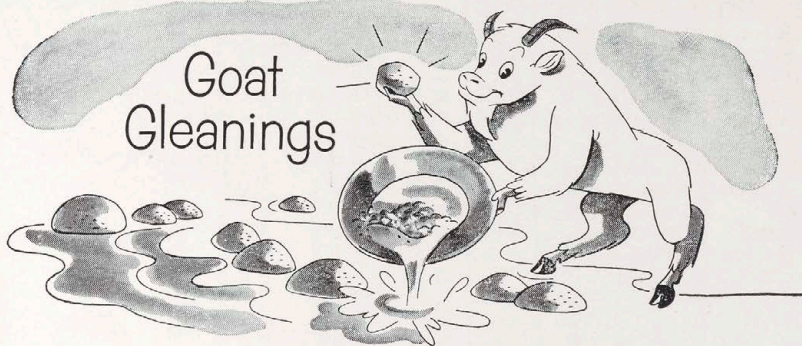
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Goat Gleanings



Daniel P. Loomis, president of the Association of American Railroads, has been appointed by President Eisenhower as chairman of the United States National Commission in the Pan American Railway Congress Association succeeding William T. Faricy, who resigned the post following his retirement as chairman of the board of the AAR.

* * *

Toys, children and Christmas—a happy combination will be made even happier again this year by 11th annual “Toys for Tots” campaign sponsored by the Marine Corps Reserve. Purpose is to collect and distribute toys to children who might otherwise not know this touch of joy in a season meant for rejoicing.

Anyone who would like to assist in collecting, sorting, reconditioning, storing and distributing toys for this worthy cause should contact the local or nearest Marine Corps Reserve Unit.

* * *

Joe Caraher, well known Pacific Northwest newspaperman, is the newly appointed public relations director of the Seattle Chamber of Commerce.

Successful completion of negotiations with the State of Montana have resulted in the Federal Government's acquiring title to approximately 9,353 acres within the boundaries of Glacier National Park. Holdings of non-Federal land within the Park now amount to about 4,200 acres.

* * *

The Advisory Board of the Research Committee—Southwestern and Western Trunk Line Railroads, announces the appointment of James S. Goode of Pittsburgh as Truck Analyst for the Research Committee.

* * *

Construction is progressing on new roads in the scenic Paradise Valley area in Mount Rainier National Park in Washington. Two new spur roads, one 2.06 miles long, the other 1.06 miles are being built to reduce traffic congestion in the Paradise vicinity and to minimize snowslides and avalanche hazards which exist during winter months on the present road.

* * *

Newly appointed manager of the St. Paul, Minnesota Chamber of Commerce Department of Transportation is Miles F. Tamisiea, formerly rate analyst, succeeding Charles A. Liggett who retired after 38 years on the Chamber's staff.

Fifteen

GREAT NORTHERN—GREAT WAY EAST OR WEST



If dollars make a difference It Costs Less-FAR LESS to go by Great Northern EMPIRE BUILDER

If you want *luxurious* travel between Chicago and Seattle-Portland—and if *dollars* make a difference—take Great Northern's *incomparable* EMPIRE BUILDER.

Don't let anyone mislead you about comparative costs of train travel and air travel. The chart below shows how you save when you take Great Northern's greatest train. All costs—ticket, tax,

plus average allowances for meals, tips and transportation to and from terminals—are included.

Reclining coach seats with leg-rests are reserved. Choice of fine Pullman accommodations. Great Dome seats for coach and Pullman passengers. Superb diner, unique Ranch Car, full-length Great Dome lounge.

ON FIRST CLASS TRAVEL EMPIRE BUILDER SAVES \$44⁴²

ROUND TRIP BETWEEN CHICAGO AND SEATTLE-PORTLAND	FARE and TAX	OTHER TRAVEL COSTS	TOTAL
FIRST-CLASS AIR	\$264 ⁷⁷	\$6 ⁴⁰	\$271 ¹⁷
FIRST-CLASS EMPIRE BUILDER (Duplex roomette)	\$198	\$28 ⁷⁵	\$226 ⁷⁵

ON COACH TRAVEL EMPIRE BUILDER SAVES \$72⁸⁴

ROUND TRIP BETWEEN CHICAGO AND SEATTLE-PORTLAND	FARE and TAX	OTHER TRAVEL COSTS	TOTAL
AIR COACH	\$176 ¹¹	\$8 ⁹⁰	\$185 ⁰¹
EMPIRE BUILDER COACH	\$99 ⁵⁰	\$12 ⁶⁷	\$112 ¹⁷



**SAVE EVEN MORE
WITH FAMILY
FARE PLAN!**

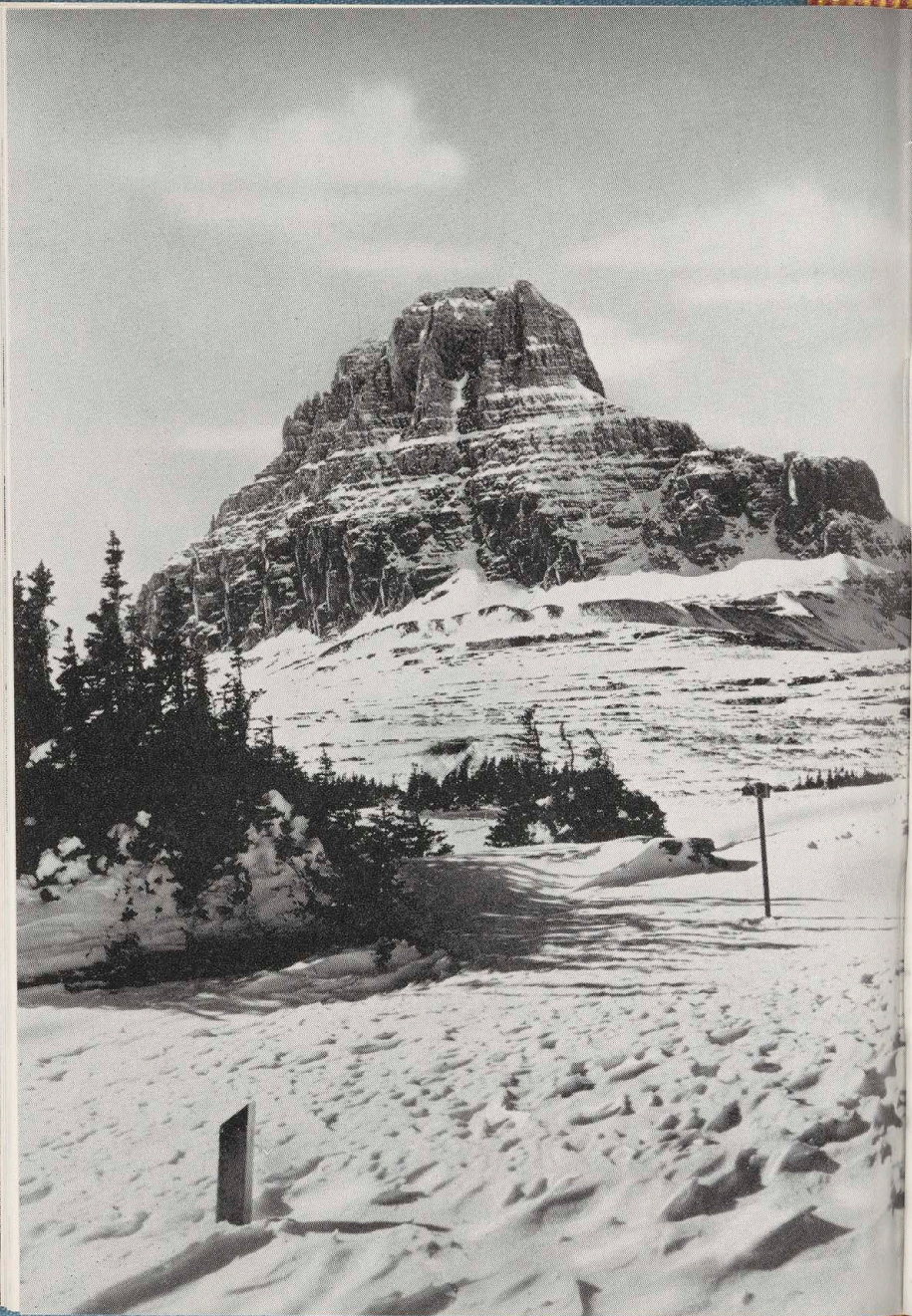
It Costs Less - FAR LESS



The Great Northern

GOAT

DECEMBER 1958



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GRE

Christmas Gift Idea From Rocky



Great Northern has made it easy and convenient to give for Christmas, travel over its lines and to bring loved ones home for the Holidays.

Probably the most unique and practical idea under the tree will be this "certificate of travel" promising adventure, pleasure and fun.

The travel gift comes in the form of a handsome personalized travel gift certificate with gay Christmas folder and matching envelope. The certificate, which is redeemable at any Great Northern ticket office, specifies the points of departure and destination, Pullman or coach, round-trip or one-way, etc. It is good for one year from date of issue.

Full details are available from any Great Northern Railway travel office.

The "Christmas card" Glacier National Park photos reproduced on pages two and nineteen of this issue of The GOAT were taken by Mel Ruder, editor and publisher, Hungry Horse News, Columbia Falls, Montana.

Montana Supplies 1958 White House Yule Tree

Montana's Christmas gift to the nation, a 99-foot Englemann spruce for the White House lawn was accompanied to Washington, D. C. by Dexter Shaurette, representing the Libby, Montana, Chamber of Commerce and Great Northern Railway Agent Ed Boyes. The tree was moved from Libby to the Nation's capital by Great Northern, Chicago, Burlington & Quincy, and Baltimore and Ohio railroads.

The tree, which was cut in the Kootenai National Forest, was marked in 1957 by Howard Ahlskog, former supervisor of the preserve. The J. Neils Lumber Company, division of St. Regis Paper Company, cut, lowered, hauled, wrapped and loaded the spruce for its 2,490-mile trip to Washington. Their work and the railroad transportation was performed without charge.

Trimmed to 77 feet, the tree will be set up on the White House lawn surrounded by smaller trees representing all nations that maintain embassies at Washington.

A ring count disclosed that the tree was 79 years old. It sprouted during the administration of Rutherford B. Hayes in 1879, 10 years before Montana became a state.

Bons Vivants Officials Named for 1959

At the recent annual election meeting of the Pittsburgh chapter of Bons Vivants, national travel organization, the following officers were named for 1959:

W. E. McCormick, Pittsburgh Press, president; H. Flynn, United Air Lines, first vice president; R. McPeak, American Automobile Association, second vice president; J. J. Messina, Great Northern Railway, secretary; R. W. Barrett, Cunard Line, treasurer.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

The Great Northern GOAT



Vol. 28 December, 1958 No. 12

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

MILT HAGEN, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Thousands of St. Paul residents and visitors come annually to the city's Como Park Conservatory at Christmastime to see the famed display of massed poinsettia plants. The young lady is Adrienne Stork, Miss St. Paul.

Color photograph by Riehle Studios

Four

Your Railroads

Ninety years ago this country was spanned by the first transcontinental railroad. Its building was an epic story; its heroes were sweating engineers and laborers; its function was to unite the economy and permit the settlement of the empty West. Early builders faced savage Nature and a hostile terrain. Success brought the filling of rich, vacant land with millions of energetic Americans.

During two great world struggles American railroads provided vital transportation. It is a great and undeniable truth that throughout their history American railroads have served this nation well.

With the passage of time railroads were increasingly shackled by regulations, some wise, others foolish and crippling. These burdens came from the government, from the 48 states, from labor unions, from cities and counties. Their number was legion and the regulatory accretions of many years have finally resulted in such a crippling load of "control" as to destroy in many cases, possibilities of modest profit—even of continued existence.

Reasonable regulation of a public service is a healthy necessity. Unreasonable and stifling regulation only leads to decay and eventual destruction. Railroads should be freed from the weight of unreasonable restrictions, for they are a vital necessity of the nation. And, as a means of really seeing America, its countryside, its people, its life and its glorious scenery, railroads are paramount.

In comfort, in service and security, American railroads afford a magnificent way of pleasurable travel.

—An editorial in "This Week in New Orleans."

THE STREAMLINED RED RIVER



Today's model railroader has his whole family enjoying his hobby. Many women find model railroads "just plain fascinating."

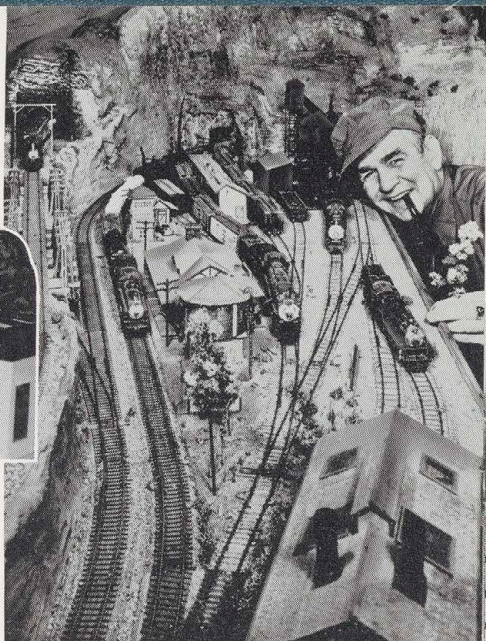
The Model Railroader

Ever since Chicago's magnificent "Century of Progress" World's Fair, when visitors crowded to see the first real model railroads, this exciting pastime has zoomed in popularity. In 20 years it has grown to rank with photography as the most versatile of home hobbies.

Each Christmas spurs the hobby—the locomotive has become as familiar a holiday "kick" as the fragrance of evergreen or the glisten of ornaments ever was.

Young eyes bulge as packaged, gleaming railroad kits are unwrapped. For the veteran hobbyist, Yuletide means his collection grows. Good friends know he's rather have a new set of trains, or scenic houses, extra track or literature on the subject, than anything else.

Why the special lure at Holiday time? Model railroads are a true indoor diversion, best worked at and planned in cozy confines. Interest



Except for the "engineer on the right," you might never know that this was a model system and not an aerial view of a railroad coal yard.

grows as days shorten and nights get longer, as warmth of home and indoor lights protect against the cold and the darkness of winter. And there's no greater gift for man or boy.

You become the boss of your own railroad. You adapt it to your moods, sometime the fun is in laying track; on other days, it's in building cars, or assembling those detailed locomotives. And on those really rough days when the office walls seem to close in, that's the time to relax, to just sit and run your trains or get pencil and paper and design new traffic patterns or railway cars. You build an empire, all your own.

Most people start that empire with a standard boxcar which is simple to make, looks good and gives an idea of what's to come. Freight cars next,

(Concluded on page 6)

Christmas Bells

by Henry W. Longfellow

I heard the bells on Christmas day
Their old familiar carols play,
And wild and sweet the words repeat
Of peace on earth, good will to men.

I thought how, as the day had come,
The belfries of all Christendom
Had roll'd along th' un-broken song
Of peace on earth, good will to men.

And in despair I bow'd my head:
"There is no peace on earth," I said,
For hate is strong, and mocks the song
Of peace on earth, good will to men.

Then pealed the bells more loud and deep;

"God is not dead, nor doth he sleep;
The wrong shall fair, the right prevail,
With peace on earth, good will to men."

Till, ringing, singing on its way,
The world revolv'd from night to day,
A voice, a chime, a chant sublime,
Of peace on earth, good will to men!

"ROUND TRIP, PLEASE...DECEMBER 25th"



Six

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Richter Named Publisher

Frank Richter has been named publisher of Modern Railroads magazine. The promotion from editor to publisher became effective on December 1. Mr. Richter also is executive vice president of Watson Publications, Incorporated of Chicago, which, in addition to Modern Railroads publishes other business magazines.

Newly appointed editor of Modern Railroads succeeding Mr. Richter is Tom Shedd, Jr. Mr. Shedd has been with the organization since 1951 and most recently served as eastern editor.

MODEL RAILROADER Conclusion

they need just a bit more talent. When that's mastered, the challenge of locomotive building looms. Here's where nimble fingers, patience and ingenuity combine in some of the model builder's most satisfying work.

Where to put the set? Find where it's best to relax, to escape the routines of your day. That's the spot to build your railroad. The basement is best in most homes. Cool in summer, warm in winter, it usually offers lots of space. Apartment dwellers often use the "hideaway" cabinet with the whole affair folded into an attractive piece of living room furniture. Garages and insulated attics are also good. It's here that most clubs meet and builders spend long hours swapping yarns about "near collisions" and new ways to switch cars in the "yard."

Wherever your kit is assembled, whenever you, as a hobbyist, work at model railroads, the "spell" of your train is there. It goes somewhere, does something, real problems arise and must be mastered. You are the switchman, conductor, railroad builder, all in one. You create thrills which rival those of the "iron horse"—the railroad builder of a century ago. And you create them each day of the year.

Dressed in
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Disneyland

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Dressed in costumes suggested by Dickens' stories, these carolers entertain up and down Main Street every day during Disneyland's Christmas in Many Lands celebration.

Christmas in Disneyland

Major special event at Disneyland during the holiday celebration is the Parade of All Nations, December 21.



The happiest time of the year is coming in mid-December at Disneyland in California.

A gay, eventful "Christmas in Many Lands" theme will once again turn Walt Disney's Magic Kingdom into a whimsical wonderland of hundreds of colored lights and ornaments, huge Christmas trees, and daily special free shows and entertainment.

The traditional pageantry of age-old Christmas customs in nations of Europe, Asia and Latin America will again be presented in Disneyland's Yuletide celebration and will be combined with a wide variety of daily entertainment.

Daily beginning Saturday, December 20 and continuing through Tuesday, December 30, Disneyland's Main Street will be the scene of the music and merriment of exciting Christmas entertainment called "Christmas Frolics."

The daily list of free entertainment includes costumed Disney characters

skating on a real ice rink, the popular carolers dressed in Dickens outfits, dancing groups representing nations throughout the world, and candlelight processions of singing massed choirs.

In addition to the Christmas Frolics program, major special event during Disneyland's holiday celebration is the Parade of All Nations, scheduled Sunday, December 21, beginning at 2 P.M. More than 2,500 colorfully costumed participants will march and ride vehicles and horses in the parade and traditional Christmas activities in more than 30 nations will be depicted.

A special highlight of the Parade of All Nations will be decorated Christmas trees representing the traditions of every nation taking part. The trees, each as different from the next as the customs of the various countries, will be seen both in the procession and on exhibit after the event.

Disneyland will be open every day

(Concluded on page 8)

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

DISNEYLAND—Conclusion

during the Christmas season. Park hours will be 10 AM to 9 PM daily beginning December 20 and continuing through December 30.

Regular winter hours are 10 AM to 7 PM Wednesday, Thursday and Friday; and 10 AM to 9 PM Saturday and Sunday. The park is closed on Monday and Tuesday during the winter months with the exception of the Christmas season.

Peret Named Milwaukee TPA



Mr. Peret

Carrol D. Peret of Portland, Oregon, has been transferred to Milwaukee, Wisconsin, where he will serve as Great Northern Traveling Passenger Agent.

Mr. Peret, City Passenger Agent at Portland since 1955, affiliated with the railway there in 1947 as Passenger Representative. He was promoted to City Ticket Agent in 1953.

Railroad Hunting Cars

In the 1870's a caravan of well-heeled sportsmen hunting in Minnesota looked more like visiting royalty than serious game hunters. They took to the fields in hired horses and buggies, chartered railroad cars, or, if wealth permitted, in privately owned cars, ingeniously transformed into the ultimate in luxurious travel.

One of the most illustrious examples of "hunting in the grand manner" was the private railroad car of a Worcester, Massachusetts sportsman who brought his party to St. Paul, Minnesota, in 1878. The "City of Worcester" was indeed a palatial home on wheels.

The exterior was finished in lake

color and ornamented with gold leaf and silver mouldings. Steps of mahogany with brass treads led to the platform which housed a refrigerator, a coal box, and a water tank. Under the car were four lockers for ice, tools, vegetables and other stores.

The interior was finished in black walnut, rosewood, and mahogany, decorated with gold leaf. The car had crimson plush furniture, silk damask curtains and a velvet brussels carpet.

The reading room had a sofa-bed; the grand drawing room-dining room was furnished with six permanent seats, a dining table, a Needham musical cabinet, portable table for cards, 12 double berths, silver-plated oil lamps, and two French plate glass mirrors. There were washrooms with running water, a butler's pantry, and a kitchen with a large range and water tank.

The car followed the railroad tracks out onto the prairies where ducks, geese, quail, partridges and prairie chickens fell easy prey to the hunters' guns.

Northwest Featured In New Travelogue

A feature-length travelogue, "Schley Ride to the Great Northwest," produced by Picturelogue, Incorporated, Waukesha, Wisconsin, in cooperation with Great Northern Railway, is scheduled to be premiered on March 4, 1959, at the Milwaukee Public Museum.

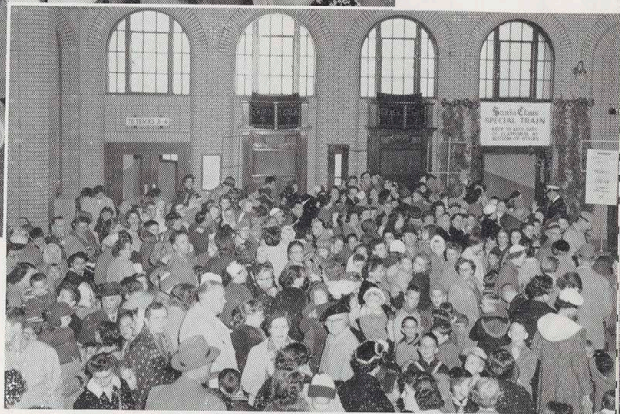
Havre, Montana, is the "typical western city" included in the full-length movie which opens with scenes of a National League baseball game in Chicago. Other scenes include those taken in Illinois, Minnesota, Montana (including Glacier National Park), Oregon and Washington.

Other scenes include the Aquatennial in Minneapolis and the Festival of Roses at Portland, Spokane, Seattle, the San Juan Islands, etc.



Santa boarded the children's trains to ride with them back to St. Paul Union Depot. He greeted each child.

Children and adults, waiting at the station, for the next Great Northern-Golden Rule Santa Claus Train.



Santa Arrives via Great Northern

Jolly Old Saint Nick was the main cog in one of the most successful holiday promotions ever undertaken in St. Paul, Minnesota, a promotion sponsored by The Golden Rule, one of the city's leading department stores, with the aid of Great Northern Railway.

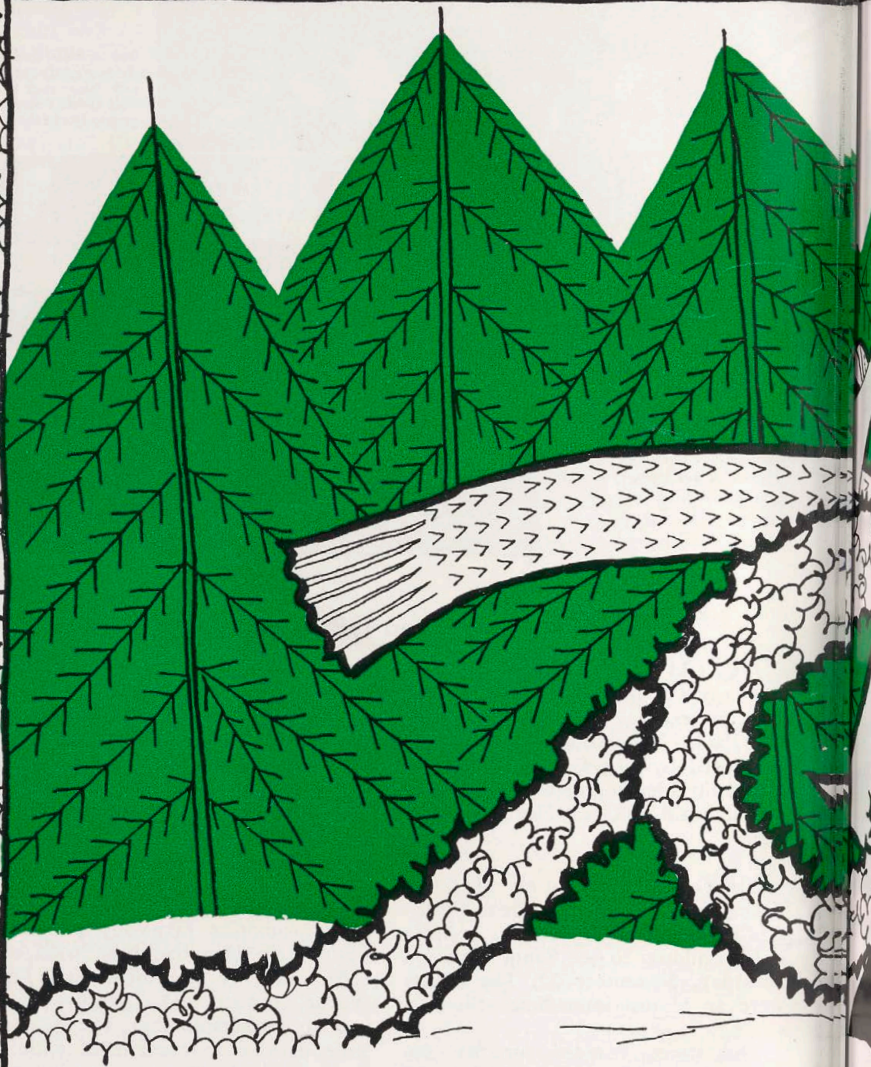
The Golden Rule put on sale 5,000 tickets for rides on five Great Northern trains—1,000 passengers a train—for children to see Santa Claus on Saturday, November 22. The tickets were an almost immediate sellout.

The store arranged for five 50-minute train rides at 9:00 AM, 10:30 AM, noon, 1:30 and 3:00 PM to a

"rendezvous" near the new Midway Stadium, where Santa was waiting aboard a gaily decorated GN caboose. He boarded the children's trains to ride with them back to St. Paul Union Depot, walking through the cars to greet each child. A waiting auto whisked him back to the caboose in time to greet the next train.

According to Earle Bare, Golden Rule promotion manager, the Santa Claus train idea had been tried out before in only one other city, Fort Wayne, Indiana. The venture there was so successful that The Golden Rule decided to experiment with it. Response in St. Paul exceeded all expectations.

* DECK THE HALLS WITH



* 'TIS THE SEASON TO

TH BOUGHS OF HOLLY! *



BE JOLLY says Rocky *

Christmas In The Tropics

Christmas in the tropics! Hawaiian Christmas is very much the same—and still very different from—Christmas anywhere.

The homes are all decorated with stars, angels and Christmas trees exactly as Mainland homes. The trees have been shipped in from the Pacific Northwest early in December.

Santa Claus makes his appearance very early in December. Not to be outdone by lack of snow, he simply comes by surfboard or outrigger canoe. He looks like Santa Claus of the North Pole, though, in his typical red suit, and the children don't stop to inquire if his suit is tropical weight.

Decorations in homes and yards make use of all sorts of island flowers and plants for red-and-green Holiday motif. Magnificent arrangements are made with flaming torch ginger, deep red anthuriums, red hibiscus. Coconut fronds, breadfruit leaves, papayus branches are silvered or gilded to make still other fascinating Christmas decor. Hedges of poinsettias line roadways, along with a type of tropical red-berry resembling holly.

Stores and windows are just as loaded with gifts and elves and wreaths and lights as any Mainland city shops. The story of Mary and Joseph and the Shepherds is told by Chinese, Japanese, Hawaiian, Filipino, Caucasian actors.

On Christmas Eve, every Christian church of Hawaii opens its doors to a Christmas service. One of the most unforgettable services takes place at Kawaiahao Church, Hawaii's Westminster Abbey. This old island church, built in the architecture of New England, is made of hand-hewn coral blocks. At the Christmas Eve watch service here, the excellent Hawaiian choir, composed of about 50 Hawaiians ranging in age from 20 to 70, sing the beautiful old Yule favorites. Most of the well-known carols, such

as Silent Night—or Po Lai'e—have been translated into Hawaiian and are still sung in that soft, many-voweled tongue.

The sermon is given first in Hawaiian, and later repeated in English. Afterwards, everyone exchanges "Mele Kalikimake" (Merry Christmas) and "Hauoli Makahike Hou" (Happy New Year).

Strolling musicians walk through residential districts dressed in Aloha shirts and muu-muus. At Waikiki, carolers sing the old favorites for the hotel guests, and special Christmas parties and events are planned at each hotel. At many hotels, there is dancing under the Christmas stars.

Holiday fare in Hawaii includes the traditional turkey, plus many exotic foods such as Hawaiian luau delicacies and sukiyaki and duck and rice pudding and other Oriental foods.

Gifts, wrapped in bright island papers, are exchanged on the tropical Christmas morning, and then, usually, everybody goes to the beach for a swim!

Memphis Club Officers



Mr. West

Newly elected president of the Railroad Passenger Traffic Club of Memphis, Tennessee, for the year 1959 is Jerry West of the Illinois Central Railroad. Mr. West also will serve as secretary.

Bill Williams of the Southern Railway was named vice president of the organization.

Directors are Charles Walpole, Frisco Lines; Ed Trotter, Rock Island; Joe Phelps, Missouri Pacific, and Paul Hansell, Louisville & Nashville.



Holiday

First Santa arrives
With his HO! HO! HO!
Then the collector comes
With his OWE! OWE! OWE!

* * *

Can't Afford It

Nothing puts a family in debt as
much as a small raise.

* * *

Wrong Again

Diner: "Waitress, this water is
cloudy."

Waitress: "No it ain't. The glass is
dirty."

* * *

Got To Do Better

"Beverly, darling," said the prospec-
tive groom, "now that we're going to
get married, you should give up your
\$40-a-week job."

"Certainly, sweetheart," replied Bev-
erly. "Of course I will."

"The way I figure it," the groom-
to-be-added, "you're going to have to
make at least \$60 a week."

* * *

Altered Approach

Millie: "I went out last night with
a Southerner. He took me to dinner
and dancing and was a perfect gentle-
man. Then he took me home in a
cab."

Lillie: "What happened then?"

Millie: "He got a bit Northern."

Little Ones

"Did you know that all radio an-
nouncers have small hands?"

"How's that?"

"Wee paws for station identifica-
tion."

* * *

Come and Get It

One of our present troubles seems
to be that too many adults, and not
enough children, believe in Santa
Claus.

* * *

Phew!

A drunk asleep in a bar began to
show signs of life, so one of the cus-
tomers smeared a little limburger
cheese on his upper lip.

The drunk arose slowly and stag-
gered out of the door. In a few min-
utes he came back in. Then he went
out again only to return in a few
more minutes.

Shaking his head with disgust, he
said, "It's no use—the whole world
stinks!"

* * *

Stout Fellow

Then there was the FBI man who,
upon finding the female spy in the
shower, covered her with a revolver.

* * *

The Male Animal

A curious creature who buys his
football tickets in June and his wife's
Christmas present on December 24.

Thirteen

Christmas Customs

In Ireland, only women named Mary may snuff the candles in church on Christmas Eve. Gifts are exchanged in Holland on December 6, not Christmas Day. Some Scandinavian families place all their shoes together on Christmas Day, in the belief that this will cause harmonious living through the year.

In Nova Scotia, it is considered bad luck to take a Christmas tree down before the end of New Year's Day. In the sixteenth century gifts consisting of something pleasant, useful, and something for discipline were tied together in bundles.

Help Fight TB



Buy Christmas Seals

To fight tuberculosis, to keep it from spreading, your tuberculosis association asks you to buy and use Christmas Seals. Money from the sale of these health Seals is the association's only source of funds with which to fight TB through health education, case-finding and research.

About 250,000 persons in the United States have active TB and are spreaders of the disease, according to Mario Fischer of Duluth, president of the National Tuberculosis Association. According to Dr. Fischer, there are over a half million persons in this country, who have inactive TB and about half of these are unknown to public health officials. These casualties are but part of the 50,000,000 persons in the United States, who are infected with TB germs, as demonstrated by Mantoux tests.

World-wide, the picture is even

worse, judged by studies made by the World Health organization. In many countries of the world, TB is the No. 1 public health enemy. Approximately 100 million persons in the world are capable of infecting others with TB.

Prevention is the keynote of TB work. To do this job, to provide for treatment and research, and to educate, *your* TB association needs *your* support of the Christmas Seal sale.

Transportation Institute

The latest developments in transportation and traffic will be featured at the annual Traffic Institute of the American University, Washington, D.C. According to University President Hurst R. Anderson, the program for the 11th Institute of Industrial Transportation and Traffic Management will be offered from January 12 through January 29, 1959.

The curriculum of the management development program consists of an intensive review of the latest developments of transportation rates and services, followed by case studies of management of industrial traffic and its relation to both business and government. Seminars and discussions will be supplemented by field trips. E. G. Plowman, vice president and general traffic manager, United States Steel Corporation, will address the closing meeting, at which certificates will be presented to those completing the course. His topic will be "Can Socialization of Transportation be Avoided?"

Requests for information concerning the program and application forms should be sent to: Dr. Marvin L. Fair, Director, Transportation Program, The American University, 1901 F Street, N.W., Washington 6, D.C.

Application for admission should be made at once before the maximum number of registrants is reached. Response to preliminary announcements has been unusually strong and a good enrollment is expected.



A proud Chef, flanked by traditional Mummers, displays the Boar's Head, complete with original tusks, and garnished with roast potatoes, nuts and festive greenery.

God Rest Ye, Merry Gentlemen

How very pleasant it is to remember back over the years to earlier days when, despite the many old trials and tribulations, there were solid and soul-satisfying gastronomical experiences to be enjoyed like home-made bread, rich jersey cream, and at Christmas, plum pudding ablaze with a touch of brandy!

During bygone days world-travellers to England were delighted to discover a way of celebrating Christmas at once unique and rewarding. Yuletide entertainment centered around a number of age-old customs and the warm hospitality they expressed. Christmas Day began with Christian devotions, often in the form of carols, rendered by groups of costumed singers who moved along the beamed balconies adjoining the sleeping quarters. Later, guests gathered in the highly decorated banquet hall, there to watch sturdy henchmen haul in a hoary yule log, foundation for the kindling of a traditional blaze on the huge stone hearth.

And as the Day progressed, there were all manner of entertainments staged. Colorful Mummers, Waits, the

Seneschal, Jester and Heralds all played their parts in a moving yet informal pageantry of scene and song.

Today, "Ye Righte Merrie Yule-Tide" identical to this can be found, surprisingly enough, right on the North American continent—in Victoria, charming capital city of British Columbia, on scenic Vancouver Island.

In that colorful city there are a number of hosteleries and restaurants who each year join hands with shopkeepers to re-enact traditional Christmas in an "old world" atmosphere, almost as English as London itself.

Much of the fun in visiting Victoria at any time of the year is the short ocean cruise in sheltered waters from Seattle or from Vancouver, B. C. But during the Yule-tide season, there is a sprightly Christmas tree lashed to the mast of the liner which speeds you into the Inner Harbour, in the heart of Victoria.

Once ashore, you will find streets sparkling with strings of colored lights. On lamp-posts are baskets of holly

(Concluded on page 16)

Fifteen

GREAT NORTHERN—GREAT WAY EAST OR WEST

Origin of Christmas Cards

We can trace the origin of Christmas cards to England when a J. C. Horsley, a printer, at the suggestion of Sir Henry Cole, designed a Christmas card in 1843. Cards were not generally sold in England, however, until the 1860's. Then with the invention of a color process, the custom really caught on and spread throughout the land until it became an annual part of the British Christmas season.

In the United States the German-born Boston lithographer, Louis Prang, first offered printed Christmas cards for sale in 1875. These were very beautiful cards decorated with apple blossoms and Killarney roses and the like. Later on he added children in snow, fir trees and fireplaces, and at last Santa Claus to his card designs. Sales of Christmas cards began to soar.

Even in the grim war year of 1942 sales rose to 1,200,000,000 cards, and the postage amounted to \$50-million. In that year there were more than 100 greeting card manufacturers, employing thousands of people.

Today, approximately two billion cards are carried by the mails each Christmas, and, of course, the vast majority are carried by the railroads.

CHRISTMAS IN B. C.—Conclusion

and tinsel. You are in Canada, and a foreign country, yet the air of hospitality and of friendliness, is like your own hometown, all the more so during this festive season.

Don't miss "Ye Grete Boar's Hede. Sweet rosemary and bays around it spring" borne into a Victorian ballroom. Nor the immense plum pudding, flaming in all its glory. Join in an informal carol-sing, and picture yourself a baron of old as you laugh at a real Jester's antics.

Christmas in Victoria is different and delightful.

Sixteen

Singing the Carols

The custom of singing Christmas carols dates back to ancient times when waifs and minstrels sang them in the streets. The angel chorus may have sung them at the first Christmas almost two thousand years ago.

The first true Christmas carols, which spread to many European countries, originated in Italy during the thirteenth century. These carols, with their folksonglike quality and childlike simplicity, gave way in popularity to more dignified and solemn Christmas hymns in the eighteenth century. With the nineteenth century came the writing of the beautiful "Silent Night, Holy Night."

Christmas Toys for Tots

Toys and children and Christmas—this happy combination will be made even happier once again by another of the "Toys for Tots" campaigns sponsored annually by the Marine Corps Reserve. A toy train symbol is used in all visual material produced by the Corps or contributed by groups cooperating in the program.

Purpose of the campaign is to collect and distribute toys, at Christmas time, to children who might otherwise not know this touch of joy in a season meant for rejoicing.

Programs are conducted in more than 250 cities and towns throughout the United States, reaching some 85 percent of the population. Marine Corps Units cooperate in each locality with numerous private and public organizations.

Anyone who would like to assist in collecting, sorting, reconditioning, storing and distributing toys for this worthy cause need only contact the local Marine Corps Reserve Unit or any one of the cooperating agencies in a given area to complete arrangements.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



The Red Kettles of Christmas

For many people, the first real tingle of Christmas excitement is inspired by the familiar ringing of bells on street corners, and the appearance there of Salvation Army men and women in their red-trimmed, blue uniforms. They are a symbol of generosity, a sign that Christmas is soon at hand.

It all began on a stormy night shortly before Christmas in 1894. On the Pacific Coast near San Francisco, a ship was driven onto the rocks by the wind. Shivering survivors were helped to shelter in a nearby Salvation Army building.

Since California, along with the rest of the nation, was in the grip of a severe depression that year, The

Salvation Army was hard put to care for the ship-wrecked people; in the shelter already were many impoverished seamen and longshoremen.

Soon the food supply was exhausted and the situation began to look desperate. Then one of the Salvation Army lassies, ladling out the last few spoonfuls of soup, had an ingenious idea. Stepping out into the bitter cold, she carried the soup cauldron itself to a busy street corner, set up a sign that said "Keep the Kettle Boiling," and rang a bell to attract attention. Those passing by, amused by the little sign, began to drop coins into the kettle and that night there was soup enough for all.

(Concluded on page 18)

Seventeen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Salvation Army—Conclusion

By the following year, word of the appeal of the kettle had spread and when Christmas time came around, 30 kettles were set up in towns along the West Coast to obtain help for the poor. By 1897 the idea had found its way to Boston where the kettles were "kept boiling" and 150,000 Christmas dinners were given to the needy there.

Since the kettle seemed to capture the imagination of those who wished to give help to others in the holiday season, it soon came to be a Christmas symbol of The Salvation Army. For in The Salvation Army, Christmas is truly the observance of the birthday of Christ, and the giving of gifts to those who might otherwise be forgotten is part of their year round devotion to work in His name among the less fortunate.

Today, a contribution dropped into the kettle might make possible a new, cuddly toy or an appealing game for a hospitalized child. It could mean a steaming holiday dinner for a homeless, hungry man. It could be a remembrance for a serviceman far from home, or material assistance to parents so that they can fill their children's stockings. Or it could place a gift in one of the hundreds of baskets carried by The Salvation Army to institutions of all kinds—even in prisons, renewed hope is kindled by gaily wrapped presents, candies and Scriptural words of comfort.

R-I-A-L

The heart of America's greatness is its religious strength. Only by faith can men hold firm and uncompromised their spiritual heritage of freedom and the right to live with hope.

The annual program known as Religion in American Life seeks to direct national attention at the importance of religion in personal and community life. It calls on all Americans to put their faith into action through regular

attendance at the church or synagogue of their choice.

We can thank the religious beliefs of our founding fathers for dedicating their labor and their lives to the creation of this land of freedom. The foundations of this nation were laid by men and women who believed in God and His influence in human affairs.

Today, there is urgent need, such as never before in the history of the world, for the vision and fortitude of men of faith. Much depends upon us—as individuals and as a nation. We have in this nation a vast reservoir of that faith. Mobilizing it and sharing it is the one sure way to inspire hope in the hearts of the people of the world for a better day.

Somewhere in your community a man you may have never seen waits hopefully for you. He is a minister. A priest. A rabbi. He holds something in trust for you, and he is anxious to pass it on.

Arkansas Group Elects



Mr. Rose

At the 26th annual meeting of the Arkansas Passenger and Freight Association, held recently at Majestic Lodge on Lake Hamilton, Hot Springs, Arkansas, the following were elected as officers for the year 1959:

James E. Rose, district freight and passenger agent, Illinois Central, Little Rock, is president; Barney O. Cleff, traveling freight and passenger agent, Northern Pacific, St. Louis, is vice president; Wallace H. Crow, Jr., district freight and passenger agent, Southern Pacific, Little Rock, is secretary-treasurer, and R. E. Fagerberg, district freight and passenger agent, Santa Fe, St. Louis, is sergeant-at arms.

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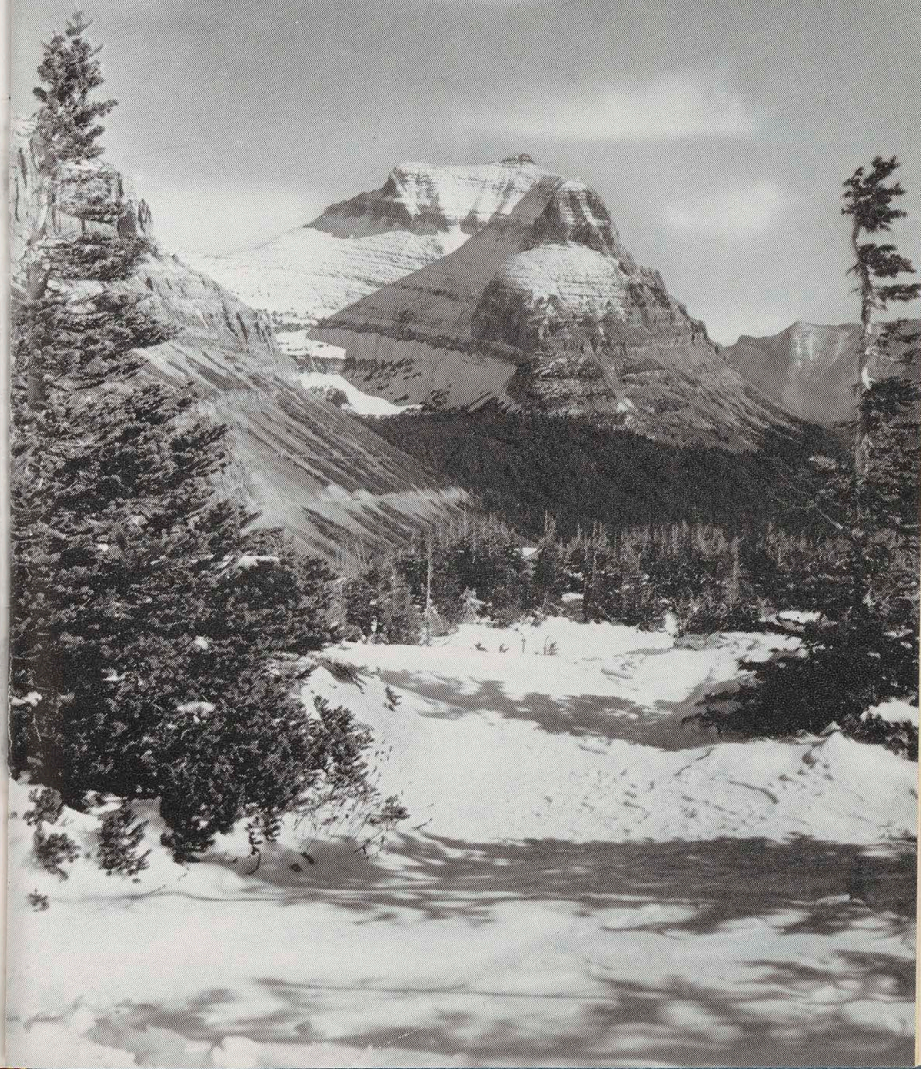
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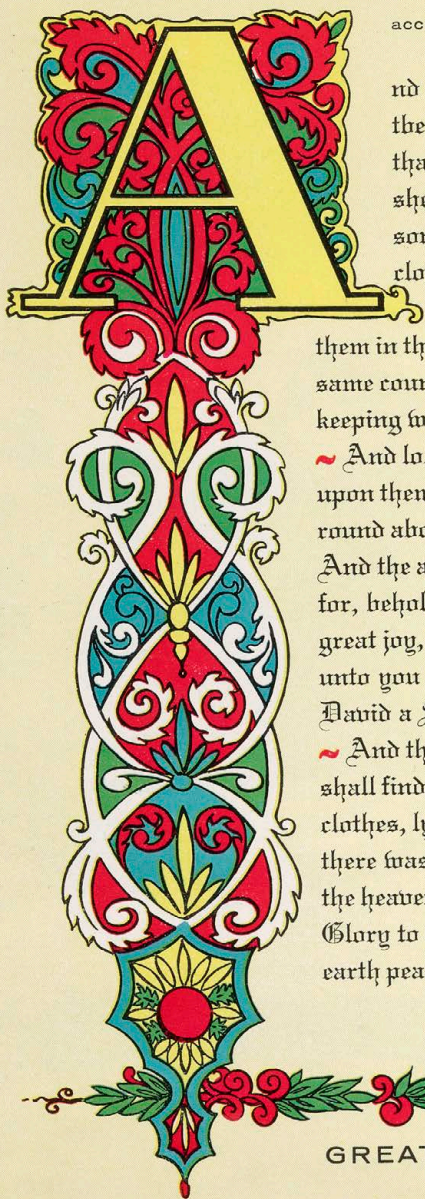
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according to St. Luke . . .

nd so it was that, while they were there, the days were accomplished that she should be delivered. ~ And she brought forth her firstborn son, and wrapped him in swaddling clothes, and laid him in a manger; because there was no room for them in the inn. ~ And there were in the same country shepherds abiding in the field, keeping watch over their flock by night. ~ And lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them; and they were sore afraid, And the angel said unto them; Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people. ~ For unto you is born this day in the city of David a Savior, which is Christ the Lord. ~ And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger. ~ And suddenly there was with the angel a multitude of the heavenly host praising God, and saying, Glory to God in the highest, and on earth peace, good will toward men.



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