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THE GREAT NORTHERN GOAT

Vol. 29 No. 1-12

1959

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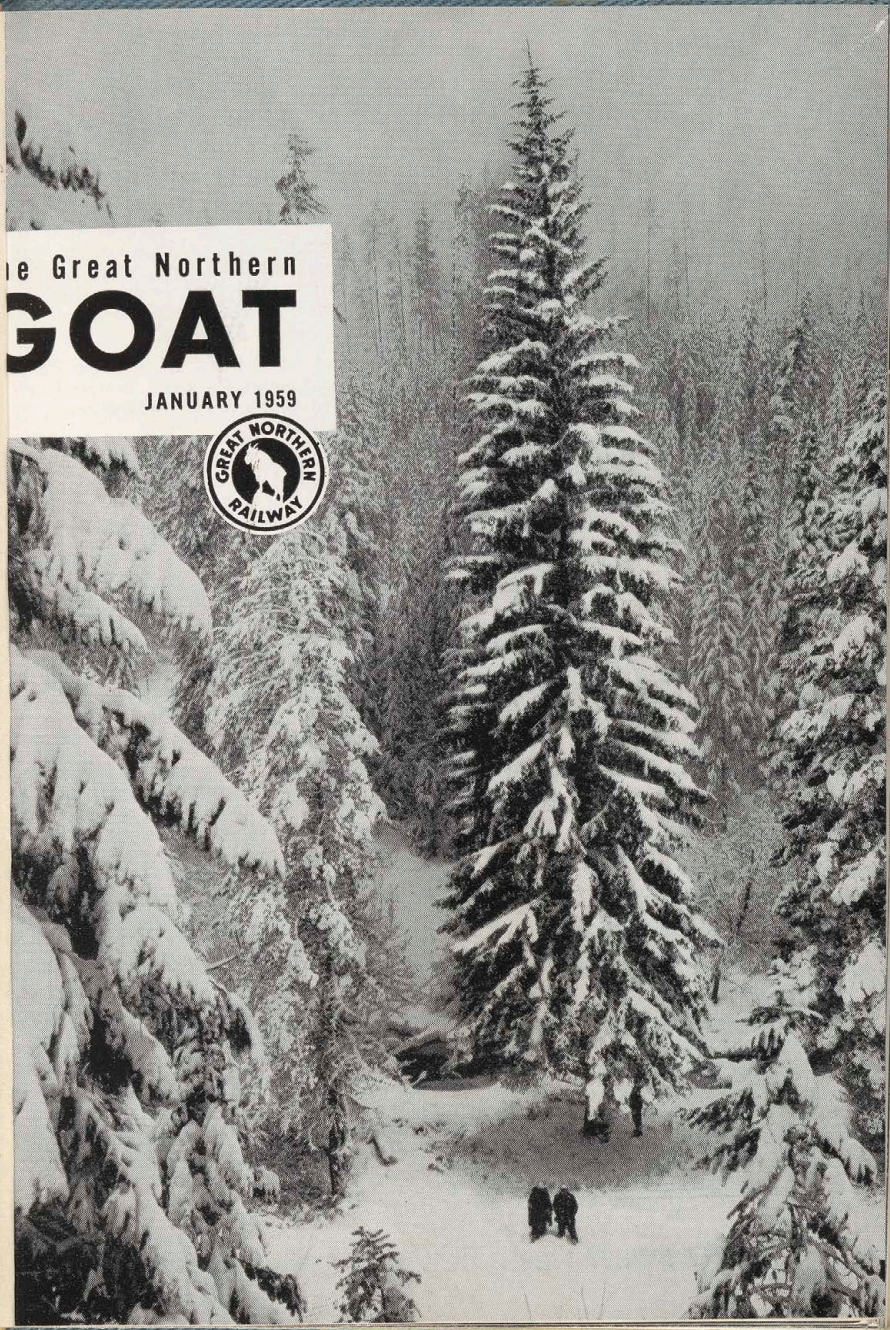

he Great Northern GOAT

JANUARY 1959

GREAT NORTHERN RAILWAY

The Great Northern GOAT

Vol. 29 January, 1959 No. 1

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.

DAN MUSCH, Editor

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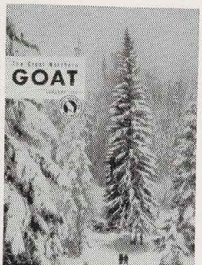
The Goat's Cover



The 93-foot Engelmann spruce tree in the Kootenai National Forest in Montana is shown shortly before it was cut and transported by rail to Washington, D.C., to serve as the nation's Christmas tree.

Your Railroads

Who gets the railroad dollar?

The answer to this question will probably surprise many people.

Out of each dollar of total operating revenues in 1957, a total of 49.4 cents was paid as wages and salaries, not including payroll taxes which are solely for the benefit of the employes. These taxes amounted to an additional 3.3 cents.

Next on the list of expense items were payments for fuels, material and supplies which came to 20.4 cents.

Federal, state and local governments came in for 6.9 cents which they took in taxes. Depreciation accounted for 5.7 cents and miscellaneous expenses ran to 5.5 cents.

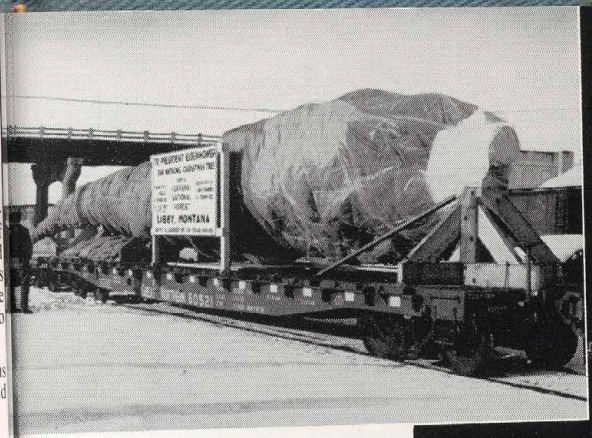
After all these costs were met, the railroads had 8.8 cents left in the till of each dollar they received for performing the basic transportation job that keeps this country running.

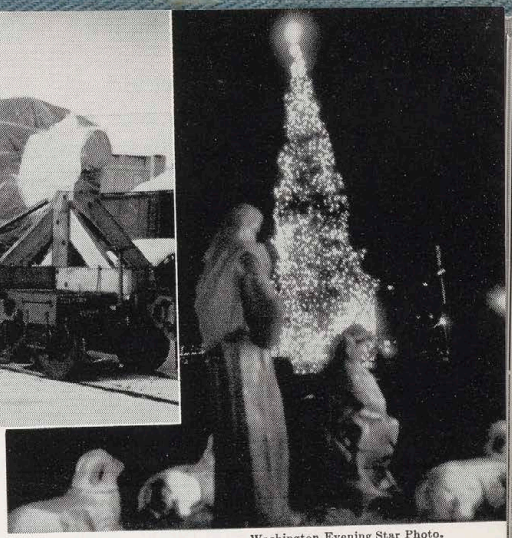
Of this remainder, 4.0 cents had to be used to meet interest charges on the railroad debt and for rent of leased roads and equipment.

And the owners of the railroads, the stockholders, got approximately 4.8 cents, only about one-half as much as the government got in taxes and less than one-twelfth as much as the employes received in wages and health and welfare benefits.

In the 12 months ended September, 1958, the rate of return for the Class I railroads averaged 2.58 per cent, compared with a rate of return of 3.64 per cent for the 12 months ended September, 1957.

Rate of return, calculated on net railway operating income, is based on the average value of road and equipment at the beginning and end of the period as shown by the books of the railways including materials, supplies and cash, less accrued depreciation.





Wrapped to prevent damage in transit, the tree, above, rests on two GN flatcars in Libby, Montana, before being hauled East. At right, the Christmas tree is aglow on the White House lawn.

Washington Evening Star Photo.

GN Helps Transport Nation's Tree

The nation's Christmas tree that graced President Eisenhower's White House lawn was a 93-foot Engelmann spruce cut in the Kootenai National Forest in Montana.

Presented by the Libby Chamber of Commerce, the tree was downed November 24, 1958, cut to 81 feet for shipping and was wrapped to prevent damage in transit.

Present at the tree-cutting was E. M. Boyes, Great Northern Railway agent in Libby, who watched the 79-year-old forest giant being cut and loaded for shipment to the White House, 2,490 miles away.

The cutting operation got under way on a snowy day that made the job more difficult. More than 12 inches of snow covered the spruce that was chosen by forest rangers who scoured five districts for a suitable tree that would qualify as the nation's Christmas tree.

Because of the snowcover, a bulldozer plowed a path to the tree to permit a giant crane to approach the cutting site. Two men climbed the spruce to place ropes over burlap to cradle the tree from the crane.

Herbert (Red) Short of the J. Neils Lumber Company, a division of the St. Regis Paper Company, used a chain saw to cut the two-foot trunk. The tree leaned into the cradle supported by the crane and was set undamaged into a second cradle on a truck that transported it to the Great Northern Railway at Libby where it was set on two flatcars.

Before shipment from Libby, the Libby High School band and chorus and the local American Legion post and other civic groups participated in ceremonies at the Libby railway depot.

Robert Cron, supervisor of the Kootenai National Forest, and Carl Temple, president of the Chamber of

(Concluded on page 4)

Ivory, Hanggi Elected Traffic Group Heads

Two Great Northern Railway employes in Michigan were elected president of traffic groups in that state.

Mr. P. C. Ivory, city freight agent, was elected president of the Eastern Michigan Traffic Association, and Mr. E. J. Hanggi, district passenger agent, was elected president of the Detroit Passenger Traffic Club.

Other officers of the Eastern Michigan Traffic Association are Fred A. Hemmen, trainmaster of the Detroit Terminal Railroad, first vice president; Harold J. Jenner, district sales manager of the Kramer Brothers Freight Lines, second vice president; E. J. Domanski, traffic manager, Allied Materials Corporation, treasurer, and R. K. Kirchner, sales representative, Red Star Transit Company, Incorporated, secretary.

Detroit Passenger Traffic Club officers in addition to Mr. Hanggi are E. C. Leber, city passenger agent, Chicago, Burlington & Quincy Railway, first vice president; P. L. Guidry, sales representative, Eastern Airlines, second vice president, and H. J. Millard, city passenger agent, Milwaukee Road, secretary-treasurer.

NATION'S CHRISTMAS TREE—Conclusion

Commerce, spoke.

In a letter sent to President Eisenhower with the tree, Mr. Cron said:

"The privilege of being able to have a part in the giving of this tree, of which we are so proud, to all the people of the United States, through you, and further, with the knowledge that it might serve some part in a worthwhile effort toward world-wide peace is very gratifying, indeed.

"We are proud of the fact that we are Americans, Montanans and residents of the county of Lincoln, and also proud of the fact that this county is known as the Christmas tree capital of the nation. We present to you this tree with the thought that we feel it to be the finest tree in the land and that it goes to the finest nation on earth."

In addition to the Great Northern, the Chicago, Burlington & Quincy and the Baltimore & Ohio lines also transported the spruce free of charge.

Set up on the White House lawn, the tree was decorated with thousands of gaily-colored electric bulbs for the annual Pageant of Peace on December 23.

President Eisenhower pressed the switch at special ceremonies lighting the Montana spruce as a symbol for peace.

Railroad Promotes Spokane Industry

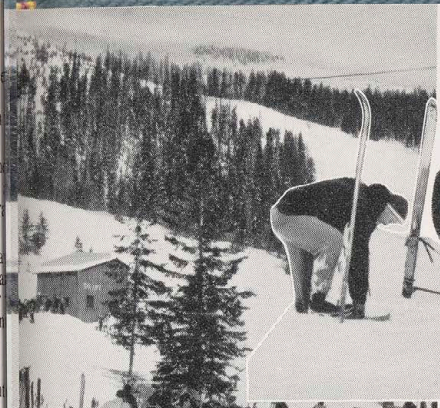
Sometimes overlooked by the general public are the frequent and consistent efforts being made by individual industries and commercial and civic organizations to develop the business potential of a community or region.

One case of immediate interest is an attractive color folder just issued by the Great Northern Railway to promote the opportunities in Spokane, "principal" city of the mighty Inland Empire, area of phenomenal population and industrial growth.

Packed with basic economic data and well illustrated, this brochure should have special appeal for firms seeking favorable industrial or commercial sites.

Amid all the political shouting these days over employment and pay rolls and job security, one fact is noteworthy: It is corporations like the Great Northern which are making the investments and doing something constructive to develop the industries which provide the jobs, pay the taxes and promote the well being of a stable community.

(Reprinted from the Spokane Spokesman-Review.)



A line forms, top left, at the ski lift at The Big Mountain. The snow cat, top right, is a handy vehicle used to haul skiers and equipment. Skis are stood on end, at left, while skiers enjoy a snack between runs.

Big Mountain Ski Facilities Expanded

Vastly improved facilities for skiers in the beginning and intermediate skill levels are being met with enthusiasm this season on the slopes of The Big Mountain at Whitefish, Montana.

Officials of Winter Sports, Incorporated, spent about $30,000 during the summer and fall months in creating two new slopes and building a Pomalift—a European ski lift that resembles the development's Constam T-bar—to serve it. The new slopes are 1,800 feet long and from 100 to 175 feet wide. They form a wide "V" and are located to the left of the existing rope tow-served beginner's area.

The new slopes will see considerable service this winter when ski school director Karl Hinderman conducts his popular wedeln (short swing) classes for skiers of all abilities. The slopes have from 17 to 22 per cent average grade, which is considerably less than that of the main hill—and decidedly better for the beginner-intermediate ski fan.

General manager Ed Schenck said improvements were rushed to completion because of the need for more terrain suited to the non-expert snow pounder. He added that patronage at The Big Mountain has increased markedly in recent years.

"In our first seven years of operation, 160,562 people visited us," Schenck said. "In the last four years, 201,800 people were our guests. We counted 61,200 here last year—an increase of 59 per cent over the previous year. That's why we added the new facilities—and are planning to add more."

Improvements were made elsewhere on The Big Mountain this fall. The popular "Mully's Mile" trail par-

(Concluded on page 6)

Bolian Elected President Of Tulsa Traffic Club

Mr. Philip E. Bolian of the Service Pipe Line Company, Tulsa, Oklahoma, was elected president of the Traffic Club of Tulsa.

Mr. Bolian

Other elected officers are Clyde M. Grever, Grever Trucking Company, vice president, and Steve B. McCommas Southern Plaza Express, Incorporated, secretary-treasurer.

Newly-elected to the board of directors are B. B. Bullington, Wabash Railroad; J. C. Duncan, M-K-T Railroad, and C. F. Stock, Skelly Oil Company.

BIG MOUNTAIN—Conclusion

alleling the T-bar lift was given a thorough brushing and widening in spots. The 600-foot beginner's rope tow was rebuilt and now runs slower and is easier to ride. Several rooms in The Big Mountain Chalet were remodeled.

The Big Mountain is offering an "all-lifts" ticket that allows the purchaser to ride the Pomalift, T-bar and rope tow; the cost is $3.75 per day or $24.50 per week. Big Mountain again features ski weeks, at $96.66 per person for seven days and six nights or six days and seven nights.

The package includes glorious skiing fun and comfortable chalet rooms; three excellent meals daily; unlimited use of all lifts; six ski lessons, and transportation to and from the Great Northern Depot.

A special economy package, the same as above but with bunk and meals at lodge, is offered for $82.38.

Other chalet rates range from rooms with private baths from $11.50 per person per day or $74.50 per person per week, to rooms with detached baths for four, five and six persons from $8.50 per person per day to $52.50 per person per week.

Chalet rates feature the American Plan (with three meals).

Officials of Winter Sports, Incorporated, are drawing plans and preparing specifications for three proposed additions in the overnight facility department.

They include a two-story addition to the Chalet, a two-story addition to The Big Mountain Lodge and a new structure for week-end guests. The cost of the three projects would be about $250,000. If built next spring for next season, the structures all would go up at the same time.

The Great Northern Railway's transcontinental streamliners the Western Star and Empire Builder both serve Whitefish, Montana directly.

Two fast and convenient schedules both East and West daily afford skiers direct service from Portland and Seattle and the Twin Cities.

The train service takes skiers to Whitefish which is only eight miles or about 20 minutes from the Chalet at The Big Mountain.

For information or reservations, skiers east of the Rockies may contact P. G. Holmes, passenger traffic manager, Great Northern Railway, St. Paul 1, Minnesota.

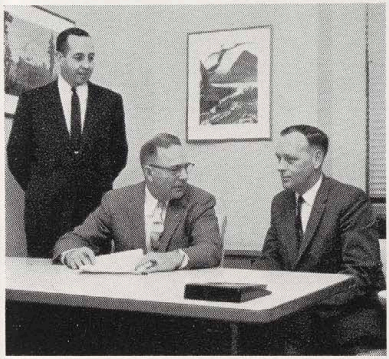
Ski fans west of the Rockies may contact R. J. Class, general passenger agent, Great Northern Railway, Fourth at Union, Seattle, Washington.

As an added service to skiers everywhere, The Big Mountain this year is offering a 22-minute color film on Whitefish skiing. The free film tells The Big Mountain ski story. One sequence takes the ski fan from the top of The Big Mountain all the way to the bottom—a thrilling two-mile-plus descent.

The film can be obtained by writing Schenck in care of Winter Sports, Incorporated, Whitefish, Montana.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Kent C. Van Wyck Named General Passenger Agent



Mr. Kent C. Van Wyck of Minneapolis has been named general passenger agent at St. Paul for the Great Northern Railway.

Mr. Van Wyck, who has been general agent, passenger department at Minneapolis since 1948, is succeeded by Robert W. Greenman of St. Paul, who has been general agent, passenger department in that city since 1955.

Mr. Greenman's successor at St. Paul is Emmett M. Brady, the railway's traveling freight agent at St. Louis.

Shown from the left in the photo are Mr. Greenman, Mr. Van Wyck, and Mr. Brady.

Mr. Van Wyck began his transportation career in the steamship business in Seattle, and between 1918 and 1935, was with Pacific Steamship Company and later the American Mail Line.

He joined Great Northern Railway in 1936 as a ticket clerk in Seattle, and subsequently was appointed passenger representative in 1942 and city passenger agent in 1947 in that city. At Minneapolis, where he became general agent, passenger department in 1948, he was in charge of the railway's city ticket office and passenger sales staff.

Mr. Greenman joined Great Northern in 1938 as a messenger in the railway's passenger department in St. Paul. From 1940 until 1946, he was passenger representative in the St. Paul city ticket office. After serving a year as general clerk in the passenger department, he went to Minneapolis in 1947 as passenger representative.

He remained there until 1949, when he was named city passenger agent in San Francisco. His next appointment was at Portland, where he held the position of traveling passenger agent from 1951 to 1955, when he became general agent, passenger department at St. Paul.

Mr. Brady began his Great Northern career in 1941 as a bill clerk in the comptroller's office in St. Paul. When the first streamlined Empire Builder was inaugurated in 1947, Mr. Brady became one of the original group of passenger representatives assigned to service on that train.

Subsequently he was named passenger representative at Portland, in 1947; city passenger agent at Spokane, in 1948; traveling agent at Los Angeles, in 1950; district passenger agent there in 1957, and traveling freight agent at St. Louis in May, 1958.

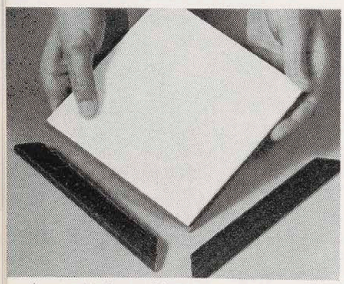
GN in New Book

The Great Northern Railway and its founder, James J. Hill, are prominently mentioned in "This Was Railroading," a new book by George B. Abdill, published by the Superior Publishing Co., Seattle, Washington.

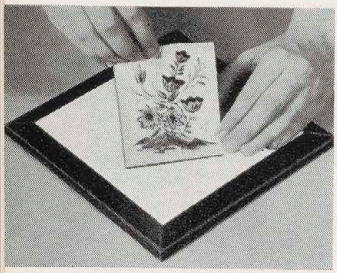
The combination picture and story book takes the reader back to the pioneer days of railroading.

Also included in the volume is a portrait of James J. Hill photographed at Vancouver, Washington.

Russ Jenny Denny Lois Jackie Irwinna



A ceramic tile and four pieces of wooden frame are the basic materials used.



A decal from a choice of patterns and colors is placed on the tile.

BUSY HANDS + ACTIVE

As most businesses close their doors for the da manufacturing begins for thousands of Unite States Junior Achievement members who boast th slogan, "Learning by Doing."

Hundreds of JA companies start the day's ope ations in the early evening hours manufacturing product that is sold to the consumer.

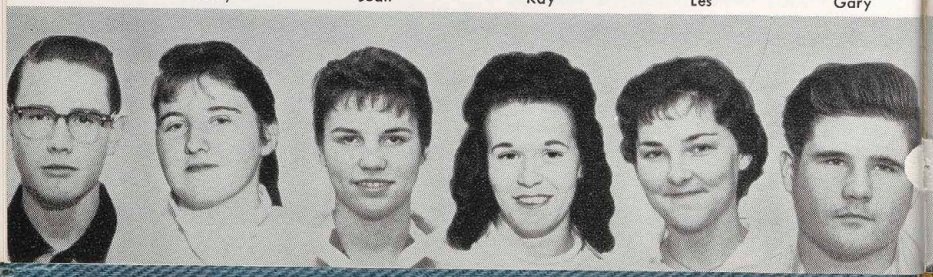
Achievers learn American business methods b operating miniature companies, acquiring capit through stock sale, keeping books, preparing r ports and setting up production schedules an other duties.

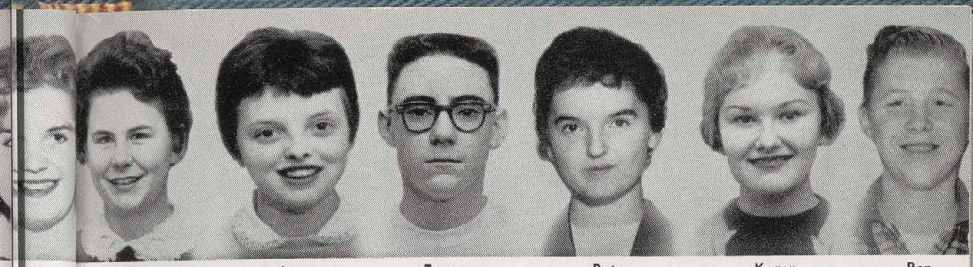
Such a firm is Ceraco, a JA company sponsore by the Great Northern Railway.

Many housewives in St. Paul, Minnesota, di cover their kitchens are safer after they purchas a hot plate plaque made by Ceraco.

The ceramic tiles framed in mohogany are sel ing as fast as Junior Achievers can manufactur them. Eight inches square, the plaques sell fo $1.50 and are decorated with a floral, figure o pattern decal adding a pleasant touch of color t milady's kitchen.

Bill Kathy Joan Kay Les Gary





winna Paula Ann Tom Pat Karen Ren

CTIVINDS=BRIGHT FUTURE

r the The Great Northern Railway has been a spon-
f Unor of JA companies since the inception of the
h boasouth program in St. Paul.

The Railway's current JA firm is advised by
our St. Paul GN employes. They are E. E. Nel-
son, chief clerk in the freight traffic department;
A. M. Einhorn, statistical assistant; Warren
DuFour, chief systems analyst, and E. L. Okeson,
ool foreman in the Dale street shops.

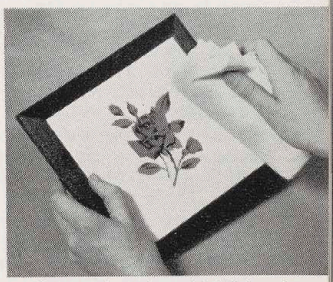
Under their direction a group of willing teen-
agers from all parts of St. Paul meet once weekly
n the Junior Achievement Headquarters.

There youngsters decide on a product, manu-
facturing techniques, sales and promotion and
selling price.

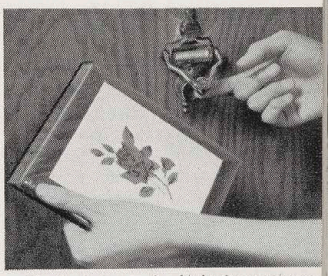
Although occasionally an Achiever has had con-
tact with business procedure through a parent or
part-time job, most of them experience their first
contact with the American private enterprise sys-
tem.

The eagerness with which they tackle problems
s reassuring, advisers say. The secret of an en-

(Concluded on Page 10)

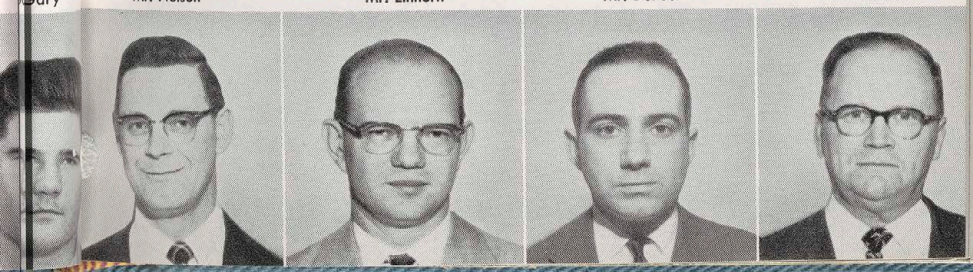


Pressure through a moist cloth transfers the decal to the hot plate plaque.



The final step in the JA business venture is door-to-door salesmanship.

Gary Mr. Nelson Mr. Einhorn Mr. DuFour Mr. Okeson



thusiastic and profitable company is permitting Achievers to make decisions with the minimum of dictation. Errors are corrected by advisers but decisions are up to company members.

Popularity of the JA program is evidenced by the many youths who enroll for second-year memberships.

Almost all companies end operations in the black. Officers are paid salaries, stockholders are awarded dividends, capital stock is redeemed and frequently bonuses are paid to members of the company on basis of attendance.

The JA training has helped many youngsters to go out into the business world with some idea of what to expect.

Many of the former members, once established in business after college, have paid back their JA training by volunteering as advisers for new JA companies.

Their first-hand knowledge of Junior Achievement benefits countless youngsters who are learning the techniques of modern business.

GN Ad Campaign

Great Northern's recent ad campaign of travel cost comparison between first-class Empire Builder and first-class air was publicized in a news story in "Printer's Ink" magazine.

Citing the slogan, "It costs far less to go by Great Northern's Empire Builder," the publication told of months of research to compile statistics for the ads.

The article quoted GN copy which stated when all prices are considered, passengers making round trips between Chicago and Seattle can save up to $44.42 on first-class travel by taking the train.

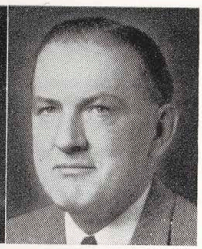
Empire Builder coach saves the traveler up to $72.84 on a round trip between Seattle and Chicago.

GN Freight Traffic Personnel Changes

Mr. Gerald D. Johnson, Western traffic manager for the Great Northern Railway at Seattle, Washington, has been named general freight traffic manager in charge of sales and services at the company's St. Paul, Minnesota, headquarters.

(Concluded on page 12)

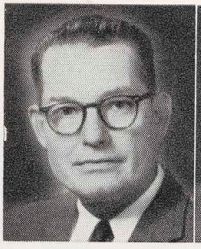
Mr. Johnson



Mr. Scanlan

Mr. Nicholson

Mr. West



Mr. Ploudre

Mr. Cutforth

Goat Gaieties

Good Old Days

A married couple reminisced about the "old days." "By the way," mused the husband, "I wonder whatever became of the old-fashioned girls who fainted when a man kissed them?"

"What I'd like to know," retorted the wife, "is what happened to the old-fashioned men who made them faint."

Net Loss

Nero was talking finances with one of his officers in the amphitheatre in Rome. "We aren't making much money from this building," Nero said. "Any idea why?"

"Yes, I know," replied the officer. "The lions are eating up all the prophets."

Educated Guesser

Then there was the meteorologist who could look into a girl's eyes and tell weather.

Second

"She his best girl?"

"No, just necks best."

Antisocial

Husband: "That fellow on the third floor brags that he has kissed every woman in this apartment building but one."

Wife: "I'll bet it's that stuck-up Mrs. Jones upstairs."

Frank Answer

The young psychiatrist was interviewing his patient, a slender thing of beauty. Clearing his throat he tried to give nonchalance to his personal questioning. "Are you troubled by improper thoughts?"

"Why no," blushed his patient, "I rather enjoy them."

Flip Top

"I didn't say you are a drinking man, I merely said that every time you bend your elbow, your mouth flies open."

Lay Off

Having bolstered his nerves with a couple of highballs before going to the dentist, he sank into the only unoccupied chair in the reception room—beside a fussy little old lady.

After a minute or so, she stared at him coldly and said, "Whiskey nauseates me."

"Ma'am," he sympathized, "you may have to do what a friend of mine did—quit the stuff."

Good Match

Lady: "I want to buy an inexpensive pair of shoes."

Clerk: "To go with what?"

Lady: "A cheap husband."

Not Forgotten

"My wife and I sure had fun at the beach last summer. First she'd bury me in the sand, then I'd bury her. This summer I'm going back and dig her up."

Hand It Over

Some people have made an art of being slow to pick up the check. You've really got to hand it to them.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

FREIGHT DEPT.—Conclusion

The appointment was announced by Mr. Charles E. Finley, traffic vice president.

Also announced was the creation of two new positions in the sales and service division of Great Northern's freight traffic department.

Filling the post of assistant general freight traffic manager is Mr. Mal M. Scanlan, formerly general freight agent at St. Paul.

The other appointment is that of Mr. William E. Nicholson, general freight traffic manager, who moves to the position of freight traffic manager.

Named to succeed Mr. Johnson as Western traffic manager at Seattle is Mr. Robert W. West, who has been general freight agent there.

Mr. George W. Ploudre, Seattle general agent, becomes Mr. West's successor. Moving to Seattle to take Mr. Ploudre's former position is John K. Cutforth, general agent at Milwaukee, Wisconsin.

Mr. Johnson, newly-appointed general freight traffic manager, is a 40-year veteran in Great Northern's freight traffic department. Beginning his career in St. Paul as a tariff clerk in 1919, he subsequently held positions in Milwaukee, Portland, Los Angeles and San Francisco before going to Seattle in 1950 as general agent.

He later became general freight agent there, and in 1954, returned to St. Paul as freight traffic manager, sales and service. He has been Western Traffic manager at Seattle since 1956.

Mr. Scanlan, newly-appointed assistant general freight traffic manager, joined Great Northern in St. Paul in 1928, and spent the early years of his career in the railway's freight claim and right of way, land and tax departments. He was field tax agent in Seattle from 1937 until his appointment as special traffic representative in St. Paul in 1941.

He subsequently served as industrial agent, general industrial agent and industrial director before becoming general freight agent in 1953.

Mr. Nicholson, newly-appointed freight traffic manager, has been with the Great Northern since 1922, when he was appointed traveling freight agent at Kansas City, Missouri.

He also held positions at Sioux City, Iowa, Spokane, Washington, Minneapolis, and Seattle, where he served as Western traffic manager from 1954 until 1956, when he became general freight traffic manager, sales and service, at St. Paul.

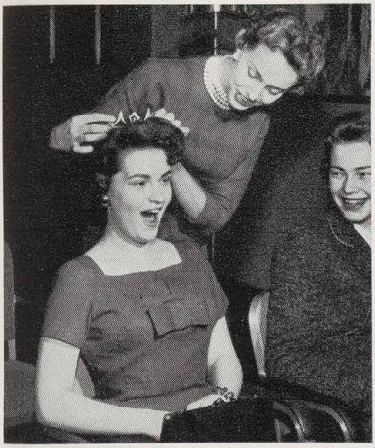
Mr. West, newly-appointed Western traffic manager, has been Great Northern's general freight agent at Seattle since 1956. His earlier railroad career, spent in Portland, Oregon, was divided between the Great Northern and the SP&S Railway.

Beginning with Great Northern as a tracing clerk in 1939, Mr. West transferred to the SP&S in 1941 as traveling freight agent. Later that same year he returned to Great Northern as city freight agent. In 1948, he was back with the SP&S as general agent. He served as that railway's general industrial agent from 1952 until his Great Northern appointment at Seattle in 1956.

Mr. Ploudre, newly-appointed general freight agent at Seattle, has been Great Northern's general agent in that city since 1953. He previously served for seven years as general agent at Dallas, Texas. He has been with the Great Northern since 1938, having begun his railroad career as chief clerk and later city freight agent at St. Louis, Missouri.

Mr. Cutforth, newly-appointed general agent at Seattle, joined Great Northern's freight traffic department as an office boy in St. Paul, in 1941. He later filled positions in Kansas City, Missouri, and Portland, Oregon, and has been general agent at Milwaukee since 1957.

GN's Princess Cathy Gets Royal Crown



The Great Northern princess who will represent the railway at the St. Paul Winter Carnival is Cathy Wiedl, 18, a stenographer in the Dale street stores in St. Paul.

One of the most genuine expressions of amazement was seen by onlookers—and was captured by the cameraman—when Cathy was chosen and crowned princess by the retiring 1958 GN princess, Mary Holisak, of the freight accounts department.

Enjoying the ceremony from the sidelines was Barbara Anderson of the evaluation engineering department who is Cathy's lady-in-waiting.

Princess Cathy is competing with 29 other princesses for the coveted title of Queen of the Snows of the St. Paul Winter Carnival.

The winsome miss is five feet, five and one-half inches tall and has auburn hair.

Her father, Mr. Charles Wiedl, is general stores stock clerk in the office of the Dale street stores department.

Great Northern's 1938 princess, Miss Marion O'Hara, was crowned Queen of the Snows that year. She is the only GN princess to date to hold that honor.

Miss O'Hara is an overcharge claim investigator for the railway in the St. Paul headquarters office.

The St. Paul Winter Carnival named "Cool Capers" begins January 30 and continues through February 9.

Sports, pageantry and fun will dominate the carnival calendar beginning with the arrival of 30 visiting queens from seven states and two provinces of Canada.

Among the visiting queens will be Queen of the Glaciers Miss Sheran Heppler, of Edmonton, Alberta, Canada, who was chosen from among 300 college girls who worked at Glacier National Park in Montana.

Other visiting queens include Miss Duluth, Sandra Mae Lewis; Miss Patricia Kelly, queen of the Spokane Lilac Festival; Miss Janice Prichard, Miss Moorhead, and Miss Carol Millett, Miss St. Cloud.

The carnival activities will include such major events as the Coronation of King Boreas XXIII and his Queen of the Snows; the Grande Parade through Downtown St. Paul; the world's largest square dance festival in the St. Paul Auditorium, the National Outdoor Speed Skating championships and the Ski Jump Championships, and the world's original ice fishing contest on White Bear Lake.

Festivities will end with the traditional dethroning of King Boreas by Vulcan, the Fire King.

Two Local Montana Trains Discontinued

The last trips of local passenger trains No. 27 and 28 between Havre and Shelby, Montana, were made December 26, 1958.

The Intermountain Transportation Company will honor Great Northern tickets on its buses to or from stations between Havre and Shelby.

Hagen Succeeds Coppe In Advertising Post

Mr. Coppe

Mr. Hagen

John M. (Milt) Hagen has been named assistant advertising manager for the Great Northern Railway succeeding Ivan A. Coppe, who retired after nearly 50 years' service with the railway.

Mr. Musch

Also announced was the appointment of Daniel F. Musch, St. Paul newspaperman, as public relations representative for Great Northern. He also will succeed Mr. Hagen as editor of the Great Northern Goat, monthly traffic promotion magazine.

Mr. Hagen joined the Great Northern in 1948 as copy writer in the advertising department.

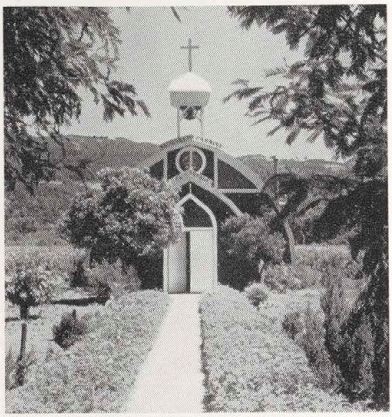
He became Great Northern's advertising assistant in 1954, and editor of The Goat the same year. He has been assistant to the advertising manager since 1954.

Mr. Coppe began work for the Great Northern in 1909 as a stenographer in the advertising department. He subsequently held other positions including that of secretary to the late Louis W. Hill.

He became chief clerk in the railway's advertising department in 1937, and has been assistant advertising manager since 1943. As editor of The Goat for a number of years, he brought national recognition to the Great Northern publication.

Mr. Musch joined Great Northern's public relations staff after a 12-year career in the newspaper advertising and editorial field.

Church Resembles Halved Wine Cask

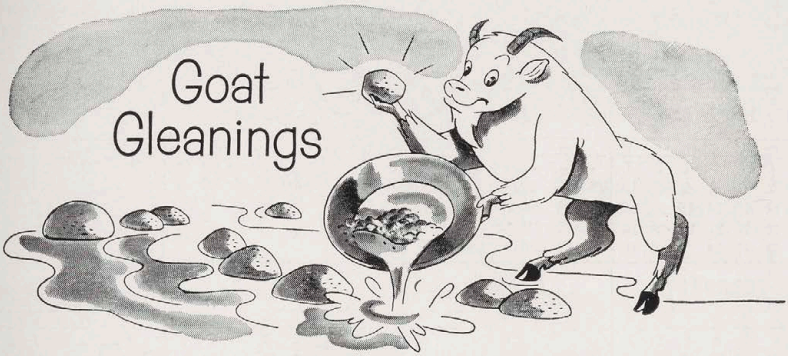


The impact of the wine industry is evident in three of the wine-producing counties of the Redwood empire of northwest California.

Also affected by the industry is the Madonna del Carmine Church near Aisti, California. Probably one of the most unusual churches of the world, it is constructed to resemble a great halved wine cask.

Situated near the Italian Swiss Colony vineyard in northern Sanoma county, the structure is visited by thousands of tourists yearly.

The wineries also are gaily colored. One has a grape crusher painted yellow and trimmed in blue, blue-green and red. Pipelines are red or blue and stationary machinery is green as are the aging cellars.



Mr. J. W. Hayes, Great Northern architect, was elected president of the St. Paul chapter of the American Interprofessional Institute.

* * *

The freight department of the Great Northern in Portland, Oregon, has moved to a new location at 1114 Executive building.

* * *

British Railways are helping celebrate the bicentennial of Scotland's national poet, Robert Burns, by publishing posters and folders and making the film, "The Land of Robert Burns," available to the public.

* * *

The third annual North Dakota Investors Congress was held in Devils Lake to promote job opportunities in North Dakota by capitalizing on local inventions and ingenuity.

* * *

Mr. Gordon H. Platts, 29-year-old Montana-born advertising executive for a Michigan firm, is the new state advertising director hired by the Montana Highway Commission. He began duties January 12. He succeeds Jack Hallowell who became public relations director for Western Life Insurance Company.

* * *

The Canadian cabinet approved short-term "subsidies" to the Canadian National and the Canadian Pacific railroads totaling $29,000,000 for 1959, to reduce the impact of higher freight rates.

The grants are conditioned on reduction in freight rates on goods shipped into and out of Canada's four Atlantic and four western provinces.

Effect of the "subsidies" is to reimburse the lines in part for recent wage increases which necessitated a 17-percent increase in rates authorized a month ago.

* * *

Do you want to plan for an unusual vacation? Kotzebue, Alaska, will hold a whale derby May and June with the person bringing in the longest whale winning prizes to be awarded during Kotzebue's Fourth of July celebration.

* * *

An area-wide agricultural, industrial and community development forum and area products handicraft show will be held Feb. 18 and 19 in the City Armory at Grand Forks, N. D.

* * *

For each dollar of fuel expended, trains move almost twice as much weight as boats and barges on inland waterways, nearly nine times as much as trucks and nearly 1,000 times as much as airplanes.

1959

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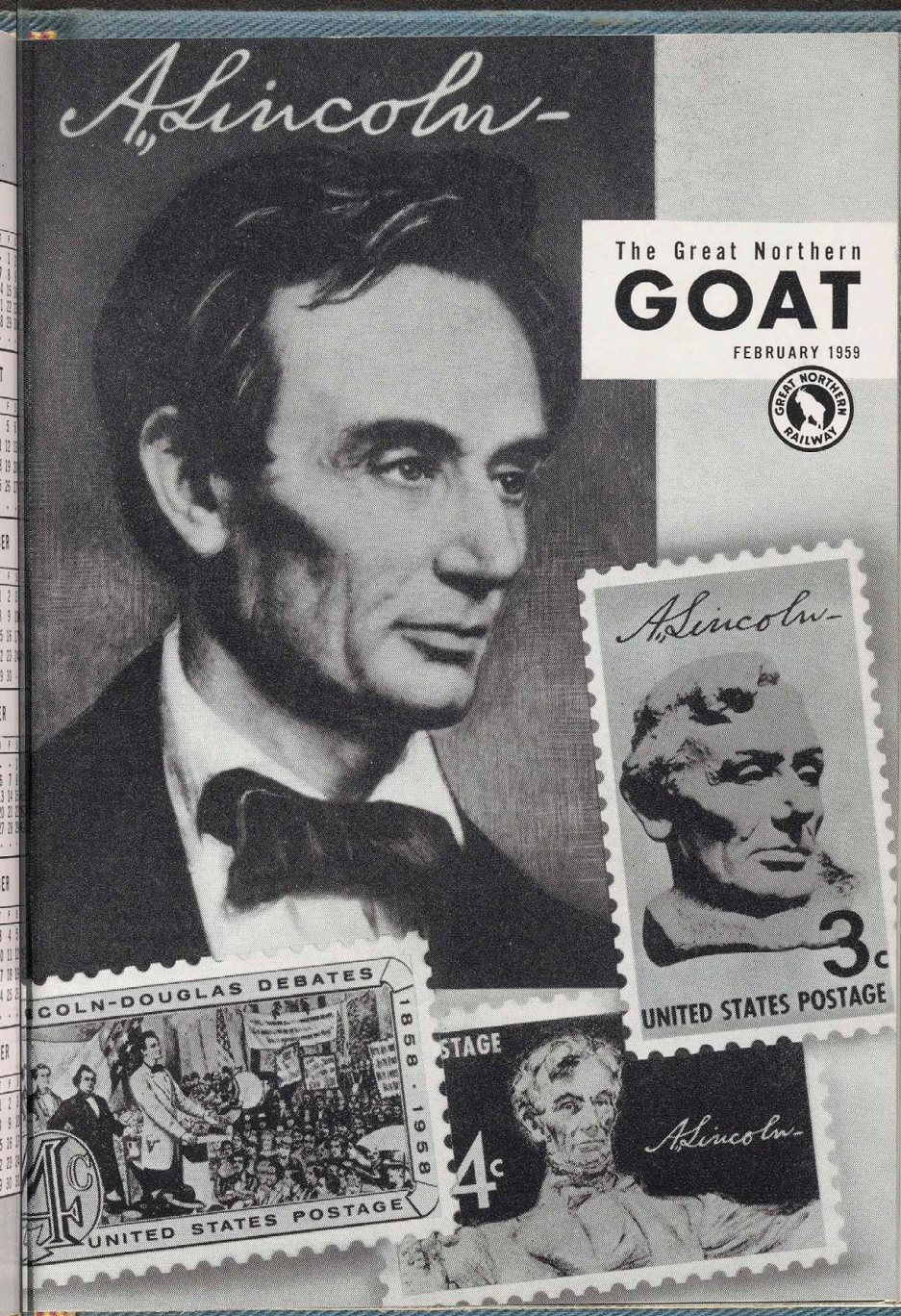
GREAT NORTHERN RAILWAY



The Great Northern

GOAT

FEBRUARY 1959

GREAT NORTHERN RAILWAY

The Great Northern GOAT

Vol. 29 February, 1959 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.

DAN MUSCH, Editor

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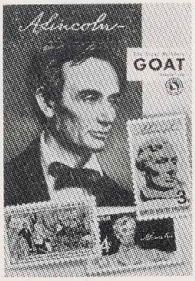
CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Stamps honoring Lincoln's Sesquicentennial are pictured on the Goat's cover. For more detail on them, see the story on page 15.

Your Railroads

A recent editorial in the Chicago Sunday Tribune emphasized the high price the taxpayer must pay to keep the airlines in operation.

Stating that the public is the "third man" in the cockpit in the dispute between the airlines and their employes, the editorial said "as usual he (the taxpayer) is about to be taken for a ride."

The airlines are a subsidized industry which will need further subsidies if their operating expenses are increased without a corresponding increase in revenue, the article stated.

It also said that the railroads, which are not excused from paying taxes on their terminals, are more important than the airlines in a national emergency.

Pointing out that each airline is looking to the jet-powered age which will include new, expensive equipment, the writer stated that the firms found financing for only about 50 per cent of the jets which have been ordered.

Preparations are now under way to ask for subsidies that will carry the lines through the transition to jet-powered planes and through the dilemma of deciding whether fares should be raised or lowered.

The companies received grants for many years, but since February, 1957, 12 domestic trunk lines have been self-supporting except for the government grants for airports, communication and navigation facilities, weather service and mail payments.

Airlines petitioned the Civil Aeronautics Board to grant fare increases ranging from 12 to 17 per cent to substantially increase their profit margin in order to pay for new equipment.

Because only 59.1 per cent of seats in airlines were filled through August, 1958, before the introduction of jet equipment, the board is hesitant to permit increases, the editorial pointed out.

GN 1958 Net Income Up, Revenue Down

Continuing improvement in traffic handled during December enabled The Great Northern Railway to conclude 1958 operations with a higher net income than for 1957, although total revenues were 8½ per cent below the previous year.

Great Northern reported to the Interstate Commerce Commission that net income in 1958 was $27,577,798, equivalent to $4.52 per share, as compared with $26,643,515, or $4.38 per share in 1957.

Commenting on last year's operations, John M. Budd, Great Northern president, said that the upward swing in traffic from late August through the remainder of the year, and careful control of expenses throughout 1958, contributed principally to the increase in net income over 1957. Mr. Budd emphasized that Great Northern ended 1958 without deferred maintenance for facilities and equipment, although total expenditure for these purposes was 14 million dollars less than in 1957.

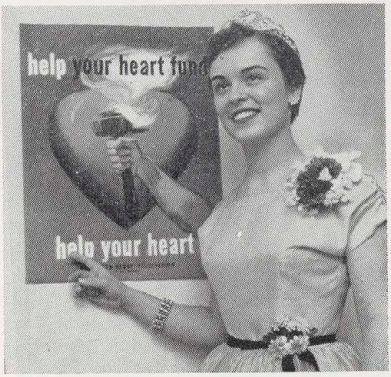
Mr. Budd reported that the decline in iron ore movement was the largest single factor in last year's decrease in freight revenues. Great Northern's revenue from iron ore was 41 per cent below 1957. Revenues from movement of forest products, apples and crude petroleum were higher in 1958.

Great Northern's chief executive expects a gradual improvement in business generally in 1959, but does not anticipate a boom economy. The storage of an estimated 260 million bushels of grain in the railway's territory should mean very substantial movement of this commodity, Mr. Budd said. He also believes there will be increases in transportation of iron ore, lumber, cement and other building materials this year.

Mr. Budd reported a revision in the schedule for payment of the company's quarterly dividends. When authorized, Great Northern quarterly dividends will be distributed on the first instead of the middle of the payment months as in the past.

The company's first 1959 dividend of 75 cents per share wil be paid on March 2 to stockholders of record on February 9.

Give to the Heart Fund



Queen of Hearts, Becky Otto, of St. Paul, senior student nurse at the University of Minnesota, points to the Heart Fund drive poster reminding all that the 1959 Heart Fund drive continues through February.

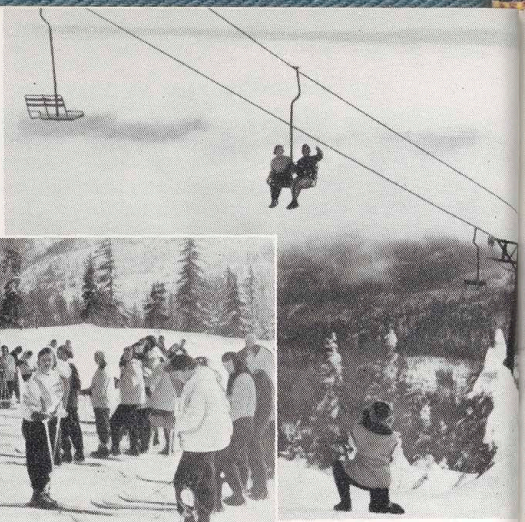
She is a goodwill emissary of the Minnesota Heart Association and will represent the association's 35,000 volunteers at various fund functions.

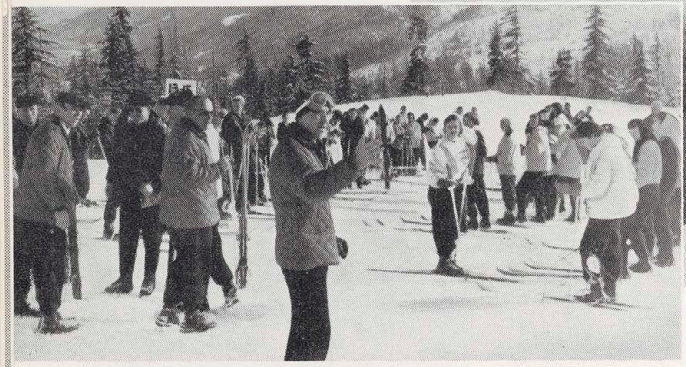
We are winning the fight against heart disease because you have given to the Heart Fund in the past. Research is saving hearts and lives.

Heart and circulatory diseases were responsible for 877,280 deaths at all ages in 1957. In the United States, one of each 16 persons is a victim of some form of heart and circulatory disease.

The Heart Fund stages its battle against these diseases through research, education and community programs.

Washington Ski Area Boom





Wintersports fans in Washington state have their sights—and skis—set on what holds promise of being their biggest season in the last decade.

Throughout the Evergreen state wintersports areas are braced for the onslaughts of the happy crowds that follow on the heels of every snowstorm. It is said that there are more skiers per capita in Washington than in any other state in the union—and the waiting lines at the lower terminals of ski lifts of every type and description seem to bear this out.

Virtually every area in the nation's northwesternmost state offers improved facilities this season. Area operators installed everything from new ropes on beginner's rope tows to $200,000 chair lifts.

Among the state's fastest-growing ski centers is White Pass in the Cascade range. New this season are a 5,286-foot double chair lift—built parallel to a similar upski installed in 1956—to handle huge week-end ski crowds, a 1.3-mile expert trail named Mach 5, a 2.5-mile intermediate trail called Paradise and a brand-new 40-meter jump hill.

Washington state will be in the competitive spotlight nationally on two occasions this winter. The jump hill at White Pass was built for the National Junior alpine championships March 19-22. Extensive dirt-moving operations were completed this fall at Leavenworth, where the National Jumping championships will be held on February 22. That tournament will be one of two major competitions used in the selection of the 1960 Olympic jumping team.

Washington state this season can boast the only ski development west of the Mississippi river that has equipment for making artificial snow. New in the northwest district of Spokane is City Ski Acres, an excellent development boasting 300 and 700-foot rope lifts, lights for night skiing and Larchmont Engineering snow-making machines—to be used to

(Concluded on page 5)

SKI BOOM—Conclusion

boost the snow depth should the snow year be a light one.

The new ski slope is located in a natural bowl and is entirely within the city limits of Spokane—about five miles from the downtown area.

Considerable time and money was spent this fall in improving the facilities at Snoqualmie Pass. The main Pomalift was extended from 1,200 to 2,650 feet; about 25 acres of timber were cleared to add new slopes and six new trails were cut.

New at another popular ski center, Stevens Pass, are improvements on the intermediate double-chair lift. The capacity was increased to 1,200 skiers per hour—perhaps the highest capacity of any lift in North America. The lift was lengthened 800 feet and is now 2,200 feet long. Operators of the area also worked over new terrain now served by the extended lift.

New trails created a year ago at Satus Pass, an area popular with skiers in the Toppenish region, were improved for this season. The runs are wider and more accessible. The highway serving the district of the ski slope was improved this year.

The center of skiing in eastern Washington, Mount Spokane State Park, likewise offers improved facilities this year. The major fall project was the clearing of a 1,500-foot swath about 300 feet wide that connects the "public slope" rope tow slope with the vast open area above timberline. The beginner's area below the road at the Mount Spokane State Park public lodge was destumped and manicured to the point where the first skiing this winter was on a mere six inches of snow. State crews added room for an additional 80 cars in the lodge area parking lot.

At Mount Baker, skiers have found a new ski school (headed by Al Menzies), new intermediate and advanced tows, several new trails and improvements in the lodge. The Mount Baker development is being managed this year by Ivor Allsop.

Big news in the Northwest skiing picture this year was the announcement that a conditional permit had been awarded to Crystal Mountain, Incorporated, to develop a new area in the Cascades 75 miles southeast of Seattle. The permit to 16 Seattle and Tacoma businessmen gives them three years to arrange for $800,000 financing and prepare plans for an access road about six miles long. The development would feature a double chair lift 6,455 feet long to the top of Round mountain in the Crystal mountain area.

Eastern Passenger Agents Elect

T. W. Edwards, Jr., assistant general passenger agent, Seaboard Air Line Railroad, has been elected president of the General Eastern Passenger Agents Association of New York.

Other officers are D. P. Rooney, eastern general passenger agent, Santa Fe Railroad, vice president; George Krom, assistant general passenger agent, Erie Railroad, treasurer; L. G. Sak, general eastern passenger agent, Southern Railway System, secretary, and Paul C. Servine, eastern passenger agent, Atlantic Coast Line Railroad, assistant secretary.

General Agents Elect

Charles P. McEvilly, district passenger agent of the Illinois Central Railroad, has been elected chairman of the Chicago General Agents Association comprising railroad general agents of passenger traffic.

Other officers are Graham M. French, assistant general passenger agent, Great Northern Railway, vice chairman, and Robert G. Wood, assistant general passenger agent, New York, Chicago, & St. Louis Railroad, secretary.

Retreating tides at the artists' colony at Laguna Beach, in Southern California, leave many starfish stranded on the rocks. A northern visitor, right, holds a starfish she rescued. A popular activity at Palm Springs, California, is a desert breakfast ride on Saturday mornings followed by breakfast on the range as shown above. The smell of sizzling bacon and eggs and fresh coffee whets any appetite.

California Fun In The Sun

California's winter and spring activities prove almost limitless and range from fun in the sun and surf to participating in community festivals and celebrations.

The expanding popularity of the area as a vacation haven is abetted by the matchless weather which is a lure for the vacationer.

Possibly one of the most enjoyable celebrations is San Francisco's Chinese New Year festivities February 13-15. It is climaxed by a dragon parade through Chinatown. The block-long dragon fabricated in Hong Kong, belches smoke and fire and is propelled by scores of humans.

Other celebrations include the San Diego Yellowtail derby which is held in conjunction with the running of the candlefish. The smelt are caught by fishermen with nets.

Harness racing begins in mid-March at Santa Anita Park and the Palm Spring desert circus will be held April 1-5.

Many visitors will enjoy the Palmdale Lilac show, April 11-12; the Southern California Frog jump, April 12; the Santa Barbara International Orchid show, April 16-19; the Calexico-Mexicali Cotton carnival, April 23-26; the National Orange show in San Bernadino, April 23-May 3, and the Desert Wildflower show, April 25-26 at China Lake.

Also attractive as vacation spots are Los Angeles and the many coastal and inland cities.

The Great Northern's Pacific Northwest route features the incomparable Great Dome Empire Builder and the Streamlined Western Star providing luxury travel and excellent sightseeing opportunities that are vacations in themselves.

The fast trains speed each way daily between Chicago, the Twin Cities and Seattle-Portland, with convenient connections to and from California in both western cities.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

GN Dining Cars Win Special Citation

Among those at the award presentation were from the left, Theodore J. Bauer, assistant surgeon general, who is handing the award to James W. Kirby, general superintendent of Great Northern dining cars, and John M. Budd, GN president.

A special citation for excellence in sanitation in Great Northern food and beverage cars was awarded the railway by the U. S. Department of Health, Education and Welfare.

Theodore J. Bauer, Washington, D.C., assistant surgeon general of the United States, presented the award to James W. Kirby, general superintendent of GN dining cars.

The department's citation has been awarded to only two transcontinental railways, and GN is the first northern line to receive it.

Basis of the citation to GN was the department's rating of 95 or more for each of the 54 food and beverage cars in regular service on the railway.

Dr. Bauer told a group of railroad, state and U.S. Health people at a luncheon in the Minnesota Club of St. Paul where the presentation was made, that in food sanitation, we see preventive medicine indissolubly linked with sanitary engineering in the design, construction and operation of dining cars as well as in the transportation, preparation and the serving of food.

Accompanying the assistant surgeon general were Gerald W. Ferguson, assistant regional engineer, and James E. Woodruff, sanitation specialist of the Public Health Service regional office.

Cascadian Schedule Changes

Great Northern's Washington cross-state local train, the Cascadian, began operating between Spokane and Everett February 9 on a revised schedule.

The Cascadian formerly operated from Seattle to Spokane on a once-each-way daily schedule. Under the change, the mileage between Seattle and Everett is eliminated but a connection is made at Everett with the morning and afternoon Seattle-Vancouver, B.C., Internationals.

The Cascadian continues to serve local points between Everett and Spokane via Wenatchee.

The morning International train connecting with the Cascadian leaves Seattle at 8:05 a.m., arriving in Everett at 8:56 a.m. The Cascadian departs for Spokane at 9:25 a.m. On the west-bound trip on which it leaves Spokane at 7:30 a.m., the Cascadian arrives at Everett at 3:25 p.m.

The afternoon International train leaves Everett at 3:47 p.m., arriving in Seattle at 4:35 p.m.

Atlanta Club Elects

W. B. Carroll of the Louisville and National Railroad has been elected president of the Railroad Passenger Club of Atlanta, Georgia.

Other elected officers are J. R. Reese, Southern Railway, vice president, and J. S. Riggan Jr., Seaboard Air Line Railroad, secretary-treasurer.

Elected to the board of directors were C. W. Meinsen, Chicago, Burlington & Quincy Railroad; J. A. Bloodworth, Missouri Pacific Railroad; A. P. McElroy, Atlanta and West Point Railroad, and E. C. Littleton, Southern Passenger association.

GREAT NORTHERN CITIES
Saint Paul, Minnesota

"Gateway to the Land of 10,000 Lakes" is the name St. Paulites give their city.

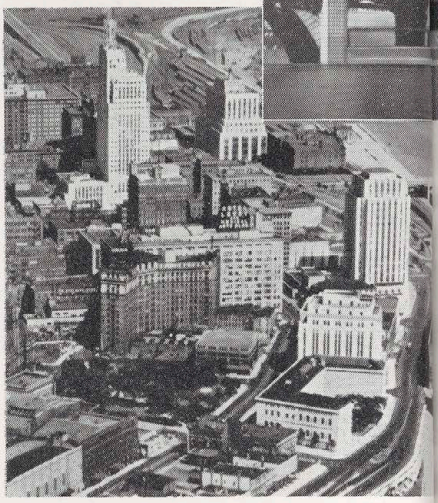
Situated along the Mississippi river in a trade area with a 20-billion-dollar market, the capital city of Minnesota is planning now for industrial and population growth.

The rail hub of the Upper Northwest served by the Great Northern Railway and other lines, the city boasts an estimated population of 345,000 and a metropolitan area population of 545,000.

Thousands of students attend the city's eight accredited colleges and universities. Elementary and high schools, both public and parochial, have undergone building programs to provide the best educational facilities for its citizens.

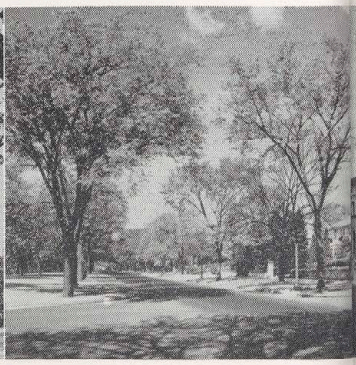
The Capital of Vacationland offers

(Concluded on page 10)

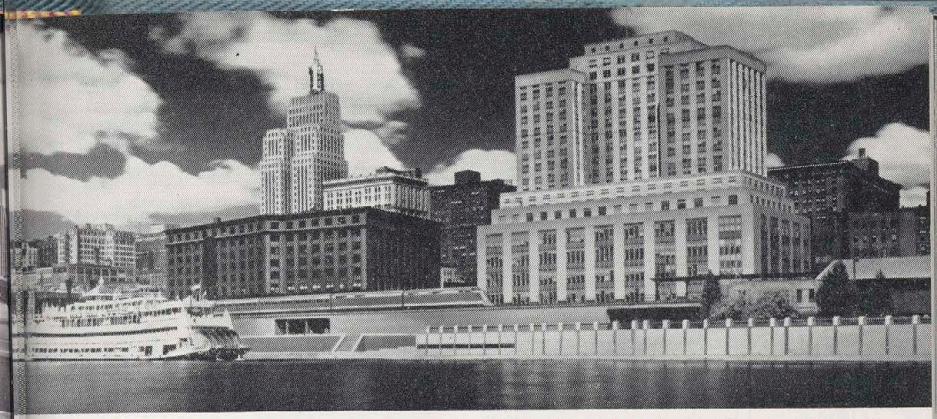


Kellogg boulevard, extreme right, threads through part o the business section. It is a main artery for traffic to an from the Loop.

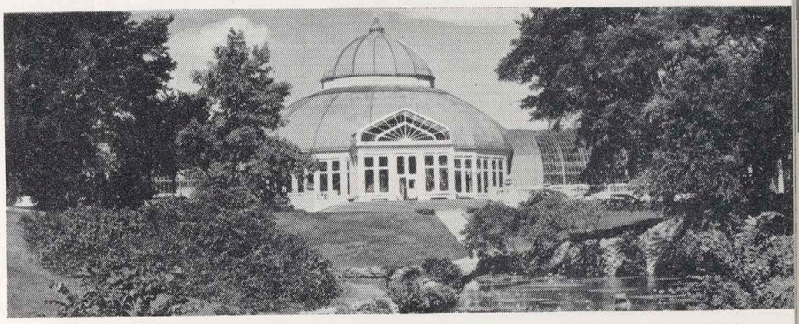
Romanesque in design, Minnesota's State Capitol dominates the new Capitol Approach area. Other state buildings surround the Approach Area facilitating state business.



Broad, elm-lined streets such as Summit avenu shown above, provide ideal surroundings for stately homes.

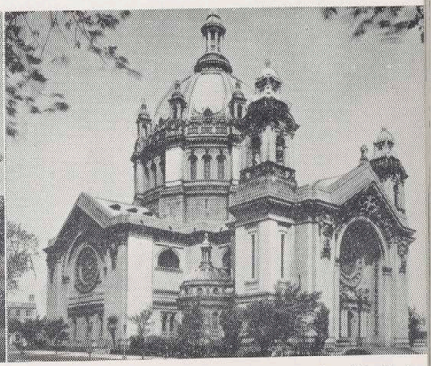


St. Paul's famous skyline photographed from across the Mississippi River shows the Court House and City Hall First National Bank building and the U.S. Post Office among the prominent buildings.



Famous in the Northwest is the city's Como Park Conservatory which presents a lush tropical paradise to visitors. Nearby are the well-known zoo building and outdoor pens for hundreds of animals.

James J. Hill Reference Library and St. Paul Public Library Building near the Loop is one of the finest and most complete book services in the Northwest.



Typical of many fine churches is the St. Paul Cathedral—a landmark in the city —that can be seen from many points in St. Paul and its suburbs.

year-round recreational opportunities and uncongested, gracious living conditions so essential to creative minds and productive hands.

The City's 92 parks provide leisure activities in all seasons and the famed Como Park zoo which has been expanded each year attracts more than 500,000 visitors annually to its 18-acre area. The zoo's rare Siberian Tigers have produced offspring valued at $4,000 each.

St. Paul is undergoing a major face-lifting as the result of a 39-million-dollar bond issue voted by its citizens.

A major factor in the change is the development and planning of the Capitol Approach area on the outskirts of the Loop. Narrow streets have been widened for faster traffic flow; slum housing has been razed and project homes have been built, and lush, green lawns and rose gardens enhance the beauty of the Capitol.

Another important aspect of the Approach is the availability of land for industrial and commercial use. Leading stores and other firms are eager to build thereby guaranteeing an increase in community productivity.

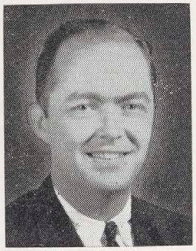
But the building boom is not limited to the Approach. A revitalized Loop is fast taking shape with the modernization of stores, new buildings and parking ramps and with the announcement that a new department store will be built in the heart of the Loop.

Great Northern's role in the future of St. Paul is as great as the part the Railway played in the building of the city from a chapel site along the Mississippi River.

The firm employed 3,050 persons in the city as of December 31, 1958. It is one of the largest payrolls in the city.

Cleveland Elects

John T. Carson of the National City Bank Travel Bureau in Cleveland has been named president of the Cleveland Passenger club.



Mr. Carson

Other newly elected officers are William H. Rosch, East Ohio Gas Company, first vice president; Gerry Hawes, Jr., American Airlines, second vice president; Kenneth C. Hunt, New York Central Railroad, secretary, and Carl Mayer, KLM Royal Dutch Airlines, treasurer.

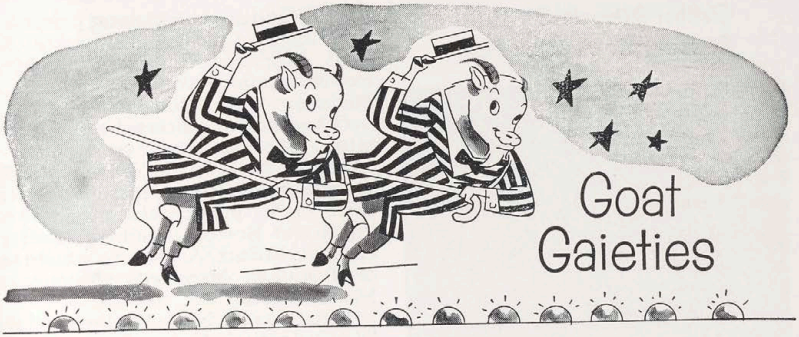
The board of governors includes Arthur L. Sewell, Southern Railway; Eugene E. Brown, Canadian Pacific Railway; Charles Goodman, Chicago, Rock Island & Pacific Railroad; Donald Gottlieb, New York, Chicago & St. Louis Railroad; William Hughes of the Cleveland Press; George Keller, Allen Travel Company, and John A. Lanser, Union Pacific Railroad.

Ponderosa Pine Popular

The adaptability of colored pine for general home use was emphasized by the Alexander-Stewart Lumber Company, Prineville, Oregon, when the firm exhibited panels of mounted pine in various designs and cuts at the Oregon State Fair.

The exhibit was part of the Crook County display designed by Malcolm Epley of the Western Pine Association promotion department. It was fabricated by the Alexander-Stewart mill from A-S Soft Pine.

Ponderosa pine for interior walls has been confined to one or two rooms in the home for many years. Western Pine Association color folders now available suggest finishes for living rooms, sleeping areas, family rooms, bathrooms and kitchens.



Goat Gaieties

Under Cover

"But you don't understand," she explained to the usher as he led her down the orchestra aisle, "I have a box seat."

"Just keep your coat on and no one will notice it," the usher replied.

* * *

Auto Motive

Why is Smith pacing up and down in front of his house like that?"

He's awfully worried about his wife."

"Is that so. What's she got?"

"The car!"

* * *

Past Perfect

Two oldtimers were discussing a mutual friend.

Said one: "Poor old Abe is living in the past."

"Why shouldn't he," the other replied, "it's a lot cheaper."

* * *

Doggerel

A lady was bitten by a mad dog and was advised to make a will because there was the possibility of rabies. She wrote furiously for two hours.

It looks like an unusually long will," her lawyer said.

"Will? Who's writing a will?" she snapped. "That's a list of people I'm going to bite."

Sweet Silence

A group of young GIs were being hosted about town by a group of old gals who thought cocoa and buns pretty hot items.

At the umpteenth one of the affairs, the hostess asked: "Boys, I have more buns and cocoa, what shall I do with them?"

Said the sergeant: "The first one who answers gets K. P."

* * *

Hell Bent

It was the funeral of the town gossip whom no one liked. Her barbed tongue and violent temper was the fear of the neighborhood.

The preacher droned on, the sky grew darker and as the service ended a storm broke loose sparked by a blinding flash and a tremendous clap of thunder.

In the stunned silence, a voice was heard from the back of the crowded room:

"Wa'al, she's got there."

* * *

Radio Active

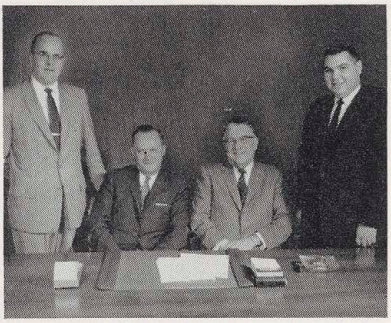
"Well, Joe," said the psychiatrist, "I think we've got your kleptomania under control."

The patient smiled gratefully and prepared to leave.

"But if you do have a relapse," the doctor said, "pick up a transistor radio for me."

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Griller Heads St. Paul Passenger Association



New officers of the St. Paul Passenger Association are from the left, Robert Strom, L. J. Bessette, Joseph Griller, and George Goetz.

J. E. Griller, general agent passenger department, Chicago, Milwaukee, St. Paul & Pacific Railroad, has been elected president of the Saint Paul Passenger Association.

Other elected officers are L. J. Bessette, city passenger representative, Chicago, Rock Island & Pacific Railroad, vice president; George W. Goetz, chief clerk, public relations-advertising, Great Northern Railway, treasurer, and Robert A. Strom, passenger reservations, Minnesota Mining & Manufacturing Co., secretary.

Elected to the board of directors are W. C. Hutson, Union Depot; A. E. Stevens, Chicago, Burlington & Quincy Railroad; M. L. Harnden, Northern Pacific Railway; A. J. Schiller, Missouri Pacific Railroad; L. V. Caverly, Chicago & North Western Railway, and E. P. Bruers, Union Depot.

Mill City Traffic Club Elects Officers

New officers of the Minneapolis Passenger Traffic association are Tom Taff, seated, and standing from the left, M. F. Schember, Charles Billingsley, and W. B. Berrington.

W. B. Berrington, city passenger agent of the Canadian National Railway, has been elected president of the Minneapolis Passenger Traffic Club.

Other elected officers are T. F. Taff, city passenger agent, Great Northern Railway, vice president; Charles J. Billingsley, clerk, Union Pacific Railroad, secretary, and M. F. Schember, city passenger agent, Chicago, Burlington & Quincy Railway, treasurer.

Special Ski Train To Leavenworth

A special Great Northern ski train from Seattle to Leavenworth, Washington, will operate February 22 to the national ski-jumping championships.

Top skiers from across the nation will compete in the event sponsored by the Leavenworth Winter Sports Club.

The ski train will leave the King Street Station in Seattle at 7:30 a.m. Stops are scheduled at 8 a.m. in Edmonds, 8:30 a.m. in Everett, and at 8:45 a.m. in Monroe. It will arrive at noon in Leavenworth.

On the return trip, it will leave Leavenworth at 5:30 p.m. and arrive in Monroe at 8:15 p.m.; Everett at 8:30 p.m.; Edmonds at 9 p.m., and Seattle at 9:30 p.m.

GE Products Hauled On "Biggest" GN Train

The largest single shipment of manufactured goods ever moved to the Pacific Northwest by the Great Northern was hauled recently in a 167-car bargain train of General Electric Co. appliances valued at more than 3 million dollars.

The train originated at the firm's plant in Louisville, Kentucky, passed over connecting lines to the Twin Cities and thence to Spokane, Washington, via Great Northern.

At Spokane, the cars were switched to dealers in Washington, Oregon, Idaho, and northern California.

Carrying more than 10,500 GE units, the train was used to take advantage of the savings in freight and discounts assumed in mass buying, according to B. L. Heywood, GE's Northwest district manager.

Key items in GE's new 1959 line were displayed in a streamlined GN baggage car connected to a Western Star lounge car which had been curtained off into four sales offices.

At eight cities where the exhibition stopped, dealers were invited to visit the train, see the merchandise and arrange for carload shipments.

The traveling sales display visited Eugene and Portland, Oregon, Tacoma, Seattle, Everett, Wenatchee, Spokane and Pasco, Washington.

General Electric promoted retail sales of the trainload lot of merchandise at bargain prices in an area-wide event starting January 12.

Carrying out the railroad theme of the sales drive, several GE dealers offered railroad trips as prizes for store visitors.

Engineer caps with Great Northern insignia were worn by GE factory representatives on the sales tour and distributed to dealers for wearing by their sales people during the retail phase of the promotion.

Edwin H. Moot Dies

Edwin H. Moot, retired general passenger agent in Chicago for the Great Northern Railway, died unexpectedly from a heart attack in Chicago January 19 at the age of 77.

Mr. Moot

Mr. Moot began his railroad career in Chicago, Dec. 1, 1897, as a messenger in the ticket office. He had various positions in the Chicago office such as passenger and ticket agent and general agent. He became general passenger agent on Jan. 1, 1946, and held that position until he retired on July 31, 1951.

Mr. Moot was active for some years in the great western emigration movement stimulated by James J. Hill.

During that period, he had frequent contacts with the "Empire Builder," because Mr. Hill usually chose weekends and holidays for his trips to save valuable business time. Ed Moot, the boy-of-all-work, was designated to meet the president with a carriage and escort him between trains.

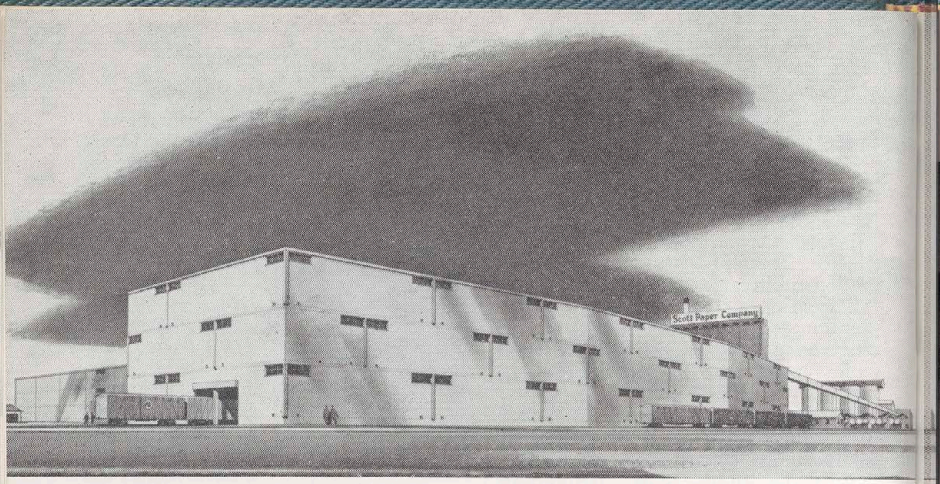
Upon Mr. Moot's fiftieth anniversary with the Great Northern on Dec. 1, 1947, 135 Chicago railway and businessmen honored him at a dinner.

Since retirement from the Great Northern, he has been associated with the Georgian Bay Steamship Line of Chicago as special representative.

R. A. Johnson Promoted

Roy A. Johnson has been appointed engineer-signals and communications for the Great Northern Railway.

The appointment is the initial step in the eventual consolidation of the engineering functions of the signals and communications departments under Great Northern's chief engineer.



Scott Paper Co. Plans Everett Addition

One of the largest paper warehouses and shipping installations in the Northwest will be built by the Scott Paper Company adjacent to its present mill in Everett, Washington.

Loren V. Forman, general manager of Scott West Coast operations, said due to recent developments in marketing policies and techniques, new demands on the Scott traffic division cannot be economically met with existing distribution facilities.

The current consumer demand for color, multiple-roll packages, assorted colors and new products has resulted in a very substantial increase in the number of Scott products in distribution.

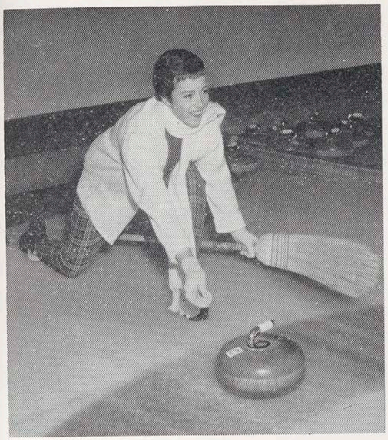
Scott's new West Coast distribution center will be a three-story structure of reinforced concrete erected on concrete piling and covering approximately 90,000 square feet on each floor.

The building, which is shown in the artist's sketch above, will have facilities for simultaneous loading of twelve freight cars and six trailer trucks. An important feature of the new project will be the construction of an overhead conveyor system that will bring cases of paper products to the new warehouse and shipping building from the existing paper mill at the north end of the Scott property.

The Great Northern Railway, which assists industries in their expansion programs whenever possible, sold approximately 16,500 square feet of GN-owned property at Everett to accommodate the new Scott warehouse. GN also arranged for the removal of certain trackage and assisted the firm in the vacation of streets.

Scott company officials said the construction of the warehouse is regarded as another indication of the company's faith in the future of its West Coast operations and with its growing manufacturing facilities located in the Everett industrial and business area.

Queen of the Glaciers Feels At Home On Ice



Probably one of the most versatile queens at the St. Paul Winter Carnival was Queen of the Glaciers, Miss Sheran Heppler, 18, of Edmonton, Alberta, Canada.

Dark-haired Sheran is at home on ice, when she curls, as shown above; on the rifle range, when she competes in championship shoots, or in a jam session when she blows a hot trumpet.

Miss Heppler was chosen queen from among 300 college girls who worked at various resort jobs at Glacier National Park in northwestern Montana.

During the St. Paul carnival, Queen Sheran wore an Eskimo parka and muk-o-luks made by Eskimos in northern Alberta.

The versatile miss is an accomplished violinist as well as trumpeter, a vocalist and ballet dancer. She is a member of the University of Alberta girls' basketball team and in high-school she was a volleyball star and track performer.

In addition to curling, Queen Sheran is an excellent swimmer and marksman and has won bronze, silver and gold Dominion marksmen pins for rifle marksmanship.

She is a freshman at the University of Alberta where she is majoring in bio-chemistry and attending with the help of three scholarships and one prize. Her ultimate goal is medicine.

Four Stamps Mark Lincoln Anniversary

The last three of four Lincoln Sesquicentennial stamps will be issued by the Post Office Department in Washington, D.C., this year.

They are unique because each of the stamps represents a distinct form of artistic expression of the sixteenth president.

A one-cent stamp featuring the famous "Beardless Lincoln" portrait by George Peter Alexander Healy, painted from life in 1860 in Springfield, Illinois, will be the first issued this year at Hodgenville, Kentucky, nearest post office to Lincoln's birthplace.

A three-cent Lincoln commemorative will be on sale in New York City on February 27, the site of Lincoln's historically important speech delivered at the Cooper Union.

It will feature a sculptured head of Lincoln by Gutzon Borglum, done in marble in 1906, and now in the rotunda of the Capitol in Washington, D.C.

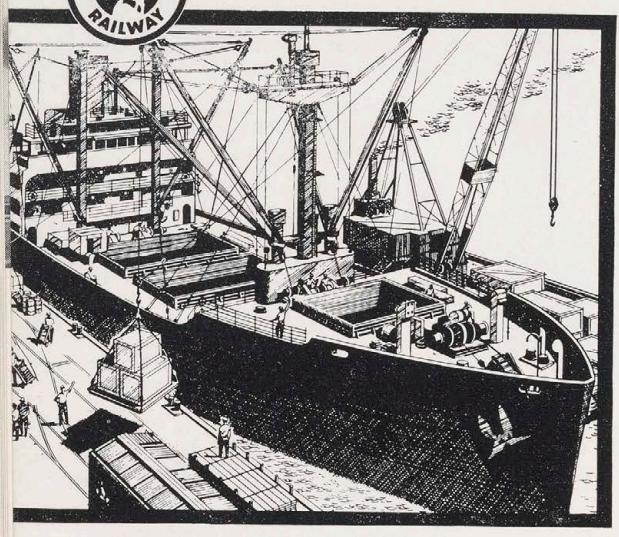
A four-cent Lincoln stamp will be placed on sale May 30 in Washington, D.C. It will depict a portion of the famed statue by Daniel Chester French, which is the Lincoln Memorial in Washington, D.C.

The first of the Lincoln series, also a four-center, was issued in Freeport, Illinois, on August 27, 1958, commemorating the Lincoln-Douglas debate one-hundred years from that date.

GREAT NORTHERN—GREAT WAY EAST OR WEST

FORM 6009—2-59

PRINTED IN U. S. A.

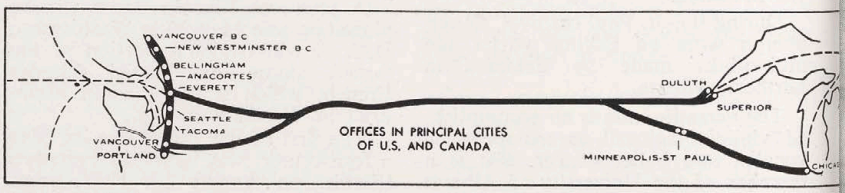


RAIL LINK

between Pacific and Great Lakes Ports

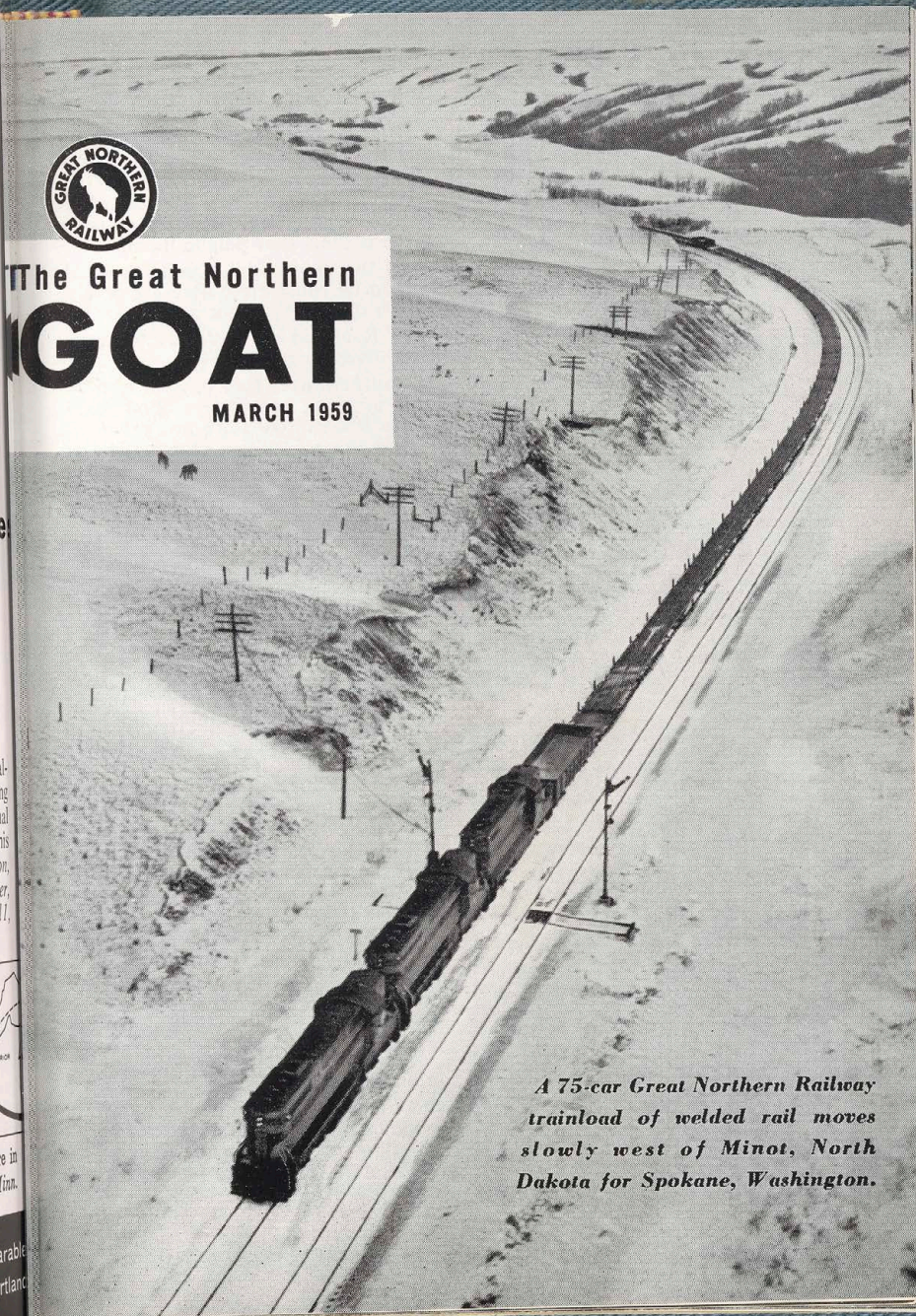
With direct access to principal Pacific and Great Lakes ports (see map), and rails that serve Mississippi River navigation, Great Northern is a great choice for shippers of goods to be transshipped by water. No other railroad links so many ports, east and west.

Great Northern has long specialized in careful, efficient handling of cargo requiring port terminal transfer. Get the benefit of this experience. *Write G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.*



Industrial sites on our trackage are available in port cities. Inquire in confidence. ***Write E. N. Duncan, Great Northern Railway, St. Paul 1, Minn.***

Great travel link with Far Pacific lands — the Incomparable **EMPIRE BUILDER** Daily between Chicago and Seattle-Portland



The Great Northern GOAT

MARCH 1959

A 75-car Great Northern Railway trainload of welded rail moves slowly west of Minot, North Dakota for Spokane, Washington.

The Great Northern GOAT

Vol. 29 March, 1959 No. 3

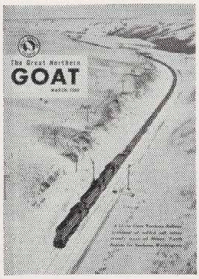
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, 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



Nearly 900 tons of welded rail was recently shipped 1,200 miles from Fargo, North Dakota, to improve GN lines in the West.

Story on Page 4.

Your Railroads

The transportation legislation enacted by Congress last year was a helpful step in the right direction.

But still further legislative action is needed if the railroads are to solve the problems that plague them.

Of the many vital objectives which should be considered, here are several which demand prompt attention:

1. Removal of obstacles to transport diversification—

Railroad taxes help pay for airports and airways, waterways, and highways. But railroads are not permitted to use these facilities to provide customer services on the same basis as their competitors. Shouldn't the railroads have this right?

2. Repeal of the excise tax on passenger travel—

Enacted to discourage travelers during World War II from using overburdened public carriers, the tax—now 10 per cent—is still hindering travel by rail and other forhire carriers. Shouldn't it be abolished?

3. Repeal of agricultural commodities exemption or extension of the exemption to include railroads and other non-motor carriers—

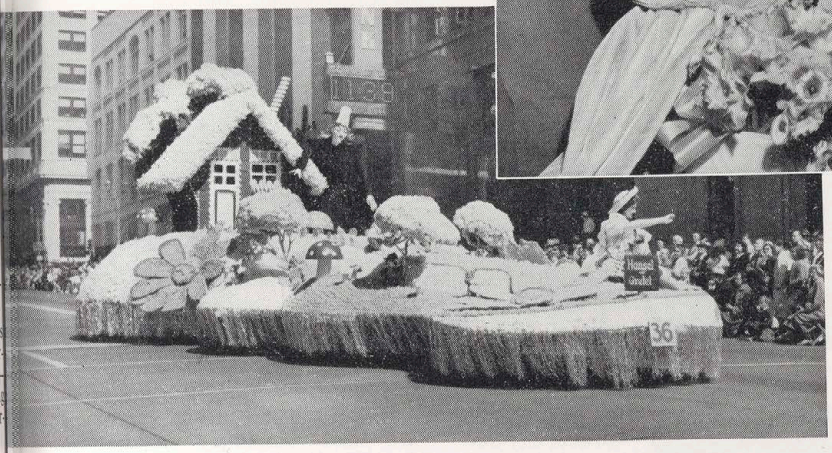
4. Realistic revision of tax depreciation policies—

Tax policies on depreciation of railroad plant and equipment are a drag on railroad modernization efforts. Shouldn't these outdated tax policies be changed?

5. Imposition of adequate charges for the use of transportation facilities provided at public expense—

Railroads support themselves and pay taxes. Yet they have to compete with other forms of transportation that use facilities provided, maintained, and operated by Government with money supplied largely by taxpayers, including the railroads. Shouldn't these users pay their own costs of doing business?

A prize-winning float in the Puyallup Valley's annual Daffodil festival was this adaptation of Hansel and Gretel. Thousands of blooms make up the colorful display. Queen Gretchen Brockhoff of Tacoma, Washington, right, is the reigning monarch who will give up her throne April 6 when a new queen will be crowned in Sumner.



Daffodil Festival Ushers in Spring

A certain sign of spring in the Puyallup Valley of Washington is the blooming of daffodils and the annual Puyallup Valley Festival.

This year's celebration will be held April 6 through 12 in Tacoma, Puyallup, Sumner and Orting in the Puget Sound country. The theme is "Daffodils Salute Alaska."

Daffodils by the millions are displayed with the four communities jointly sponsoring a week-long festival of spectator events. Chambers of Commerce from the towns of Tacoma, Puyallup and Sumner and the Orting Lions club are co-sponsoring the nation's earliest floral displays.

The festival starts with a public coronation of queen and her princesses, the tradition-rich ceremony being held in Sumner, Washington, in Spartan Hall.

Community events are homey and informal. Smorgasbords, church dinners, community concerts and a host of tournaments for both young and old keep Festival week alive.

The festival's two-hour parade will be held April 11 in Tacoma, Puyallup and Sumner. One million fresh daffodils will be used in elaborate decoration of floats. Individual floats use as many as 150,000 fresh daffodils and other flowers. Also included in the parade will be bands and marching units.

A daffodil flower show will be held mid-week in the Memorial building in Puyallup.

Railroad Agents Elect S. T. Thorson President

Mr. Thorson

Stanley T. Thorson, Great Northern general agent, passenger department, Seattle, Wash., has been elected president of the Railroad General Agents Association.

Other new officers are William H. Ahlgrim, vice president, and LeRoy H. Jones, secretary-treasurer.

Chosen directors were E. King Yeager, Larry M. Curtin, Fred G. Butcher, N. E. Brasen, and Marshall O. Culton.

New Yorkers Elect

Mr. Bowen

Edward J. Bowen, city passenger agent, Canadian National Railways, has been elected president of the New York City Association of Passenger and Ticket Agents.

Other officers elected at the sixty-third annual meeting of the group are Walter H. Rooney, city freight and passenger agent, Gulf Mobile & Ohio Railroad, first vice president; Martin H. Wetzel, passenger agent, Milwaukee road, second vice president; James R. Brady, city passenger agent, Northern Pacific Railway, secretary, and Thomas F. Dowd, city ticket agent, Great Northern Railway, treasurer.

Trainload of Welded Rail Moves to Spokane

A solid trainload of welded steel rail, 75 cars long and weighing nearly 900 tons, arrived in Spokane, Washington, from the Great Northern Railway's mobile rail-welding plant at Fargo, North Dakota, for use this spring.

The 1,200-mile trip was made during daylight hours at restricted speed. It took the rails about one week to reach their destination.

The train is believed to be the longest and heaviest of its kind ever handled on an American railroad.

Electrically "flash" welded in quarter-mile sections, the rails totaled nine miles in length. When they are laid this spring between Chattaroy and Dean, Washington, they will provide 4½ miles of new "ribbon rail" for Great Northern.

The rails, set 12 feet wide, rode on rollers on specially-equipped flat cars. Although weighing 115 pounds per yard and seemingly rigid, they "flowed" effortlessly around curves.

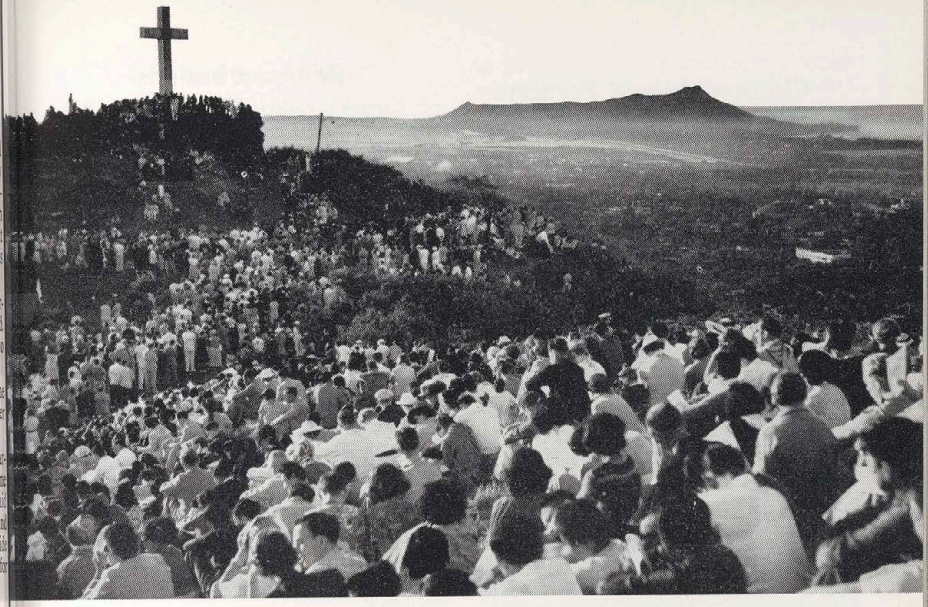
At the end of 1958, Great Northern had a total of 160.32 miles of continuous welded rail on its system. An additional 49.36 miles will be added in this year's continuing track improvement program.

Eugene Traffic Club

Bill Longmore of the Southern Pacific Company's freight department has been elected president of the Eugene, Oregon, Traffic club.

Other officers are Dan Goodwin of the Milwaukee Road, vice president; Kern Thornton of the Great Northern Railway, secretary, and Wes Williams, Snellstrom Lumber Company, treasurer.

Bob Nicholson, outgoing president, was elected to a one-year term on the board of directors.



Hawaii Easter Service Held in Crater

Native Hawaiians, American residents and visitors of all faiths will congregate in Punchbowl Crater high above Honolulu Easter Sunday, March 29, for Sunrise services.

The jade-green hollow of this extinct volcano, believed to be 10,000 years old, is the perfect setting for services because it is the site of the Pacific National Memorial Cemetery where 16,000 graves are located.

Among the war dead there is Ernie Pyle, "The Quiet Little Man," known by many servicemen as a war correspondent in the European and Pacific fronts.

The cemetery is open to the public from sunrise to sunset daily.

Easter services are held on the outer slope facing the sun. The view of the island world from atop Punchbowl is superb, and at sunrise, inspiring.

The floor of the crater is symetrically landscaped with trees, shrubs and flowering plants.

Long ago, when the crater was called Puowaina or Hill of Sacrifice, it was the scene of native rituals. The Polynesians rimmed the crater with temples, building the highest at the highest point, where the sacrifices were made.

Punchbowl also was used as a watchtower in ancient and modern times. Guns were placed on the rim which were used for saluting visiting ships.

During World War II, a battery of guns was on hand in the event of land or sea attack.

Clauson Named Portland City Passenger Agent

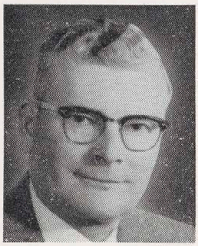
Mr. Clauson

K. C. Clauson has been named city passenger agent for the Great Northern Railway in Portland, Oregon.

He formerly was passenger representative in that city.

Mr. Clauson joined the railway in November, 1946, as an office boy in the president's office, and became clerk in the vice president traffic office in 1947. Later that year, he was made traveling passenger representative out of St. Paul on the Empire Builder.

Petrick Promoted



Mr. Petrick

John W. Petrick has been promoted to general agent of the Great Northern Railway in Milwaukee.

Previous to the appointment, he was traveling freight agent in Duluth.

Mr. Petrick started his railroad career in Duluth in September, 1929, as clerk-stenographer in the district engineer's office. His other posts, all held in Duluth, included chief clerk to the assistant general freight agent in 1942; city freight agent in 1944, and commercial agent, February, 1946.

Railroad Institute

Current railroad problems will be covered at the thirteenth annual Institute on Railroad Management at the school of business administration at the American University, Washington, D. C.

The institute scheduled March 16 through 26 is based on the theme: "The Railroad Industry: Its Place in the Economy: Its Problems and Future."

Leaders in railroad economics and operations will analyze such problems as passenger deficit, freight traffic trends, labor relations and competition of other carriers in facilities, service and rates.

The potentialities of new research methods, "piggy-back" operations, modernization, coordination, and consolidation will be explored by experts. Mobilization of transportation in national emergencies also will be studied.

Also on the agenda will be improving managerial efficiency, organization, personnel employment and training, financing replacements and modernization, public relations, use of computer systems and research and marketing as a business-building concept.

Rail Enthusiasts Hold Excursion

A one-day train trip from Seattle, Washington, to Wenatchee via Great Northern Railway was sponsored recently by the Western Washington Excursions.

The excursion was a non-profit project of a group of amateur railroad enthusiasts who wanted to share their fun with the general public.

The group left from Great Northern's Interbay yard of the Railway and made stops at Edmonds, Everett and Snohomish.

A tour of Wenatchee was held for members.

GN Lady Geologist

(Reprinted from the Oliver Towne column of the St. Paul Dispatch written by Gareth Hiebert.)

In its continuing modernization program, The Great Northern Railway has recently added a trim item of equipment—Miss Gwenllian Vaughan-Rhys, who becomes probably the first lady geologist employed by any railroad.

I dropped in to see Miss Vaughan-Rhys the other day and I am not coining a phrase when I say she is proof again that beauty and brains make a charming combination.

Miss Vaughan-Rhys

At 31, she holds the title of assistant to the director of mineral research and development for the Big G and she also is the owner of a Montana mine, which has produced successful quantities of gold, silver lead and zinc.

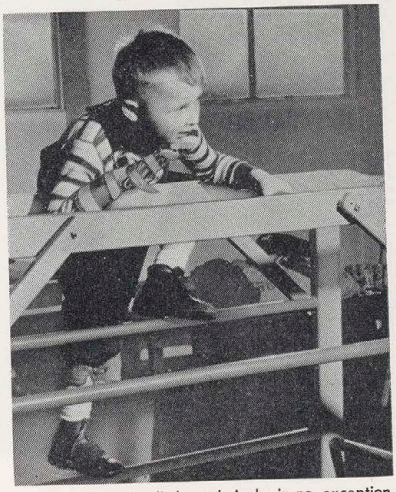
She is a graduate chemist from the College of New Rochelle, N. Y., but spent most of her post-graduate eight or nine years running the Liberty mine of Faith Mining Company, owned by her father, T. J. Vaughan-Rhys, of Monarch, Montana. He was in poor health during that time and died last July.

Miss Vaughan-Rhys, an admitted "rock hound," expects to continue ownership of the mine which still has considerable potential—and also handle geological duties at the Railway.

Not being so much on geology, I can't say what effect she has had on the mineral affairs of the Big G. But her influence on other aspects of the job has been considerable.

Her boss, Al Haley, and co-workers Tom Wollenzien and Dave Gleason, are now keeping their coats on in the office and report a deepening interest in geology by male members of other departments who up to now hadn't even known GN had a geology division.

Buy Easter Seals



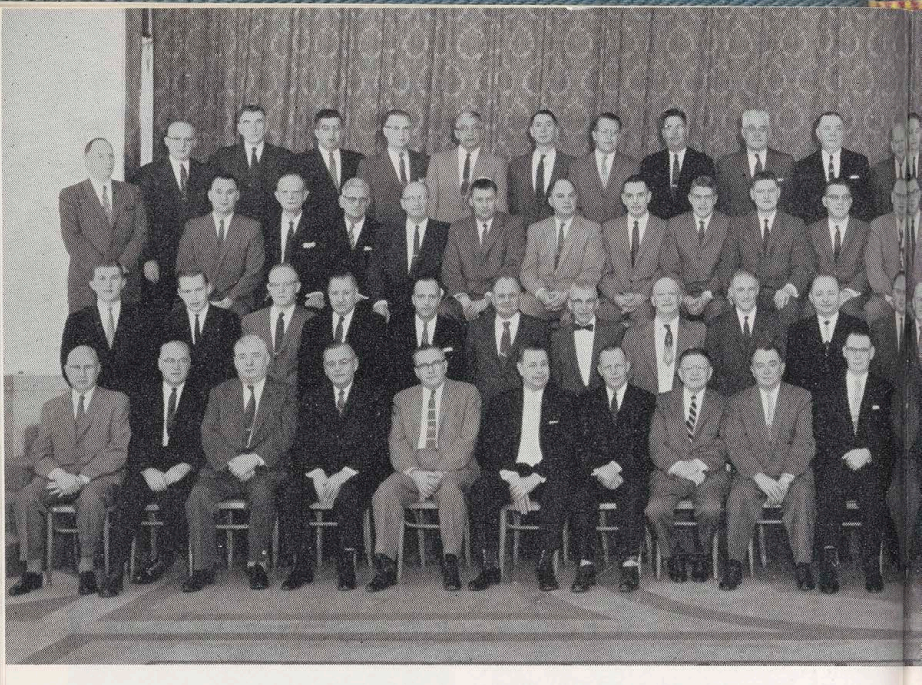
All boys love to climb and Andy is no exception. Here, at an Easter Seal center, play becomes physical therapy as he learns to use handicapped limbs.

The National Society for Crippled Children and Adults' 1959 Easter Seal appeal is being held through March 29.

Every minute, 95 Americans are injured in accidents at home, work, or on the road—many of them permanently.

Hundreds of babies are born each week with crippling conditions and adults and children alike suffer illnesses which leave disabilities of one kind or another.

Last year, Easter Seal societies in the 48 states, the District of Columbia, and three territories gave direct care and treatment to 157,845 crippled children and adults in programs and facilities operated by the societies and to an additional 88,717 persons in co-sponsored programs and facilities.



GREAT NORN

Freight Traffic Depar

Saint PaMi

April 1,

Seated First Row—Left to Right—O. M. Anderson, St Paul, Minn., T. L. May, Los Angeles, Calif., M. H. Greenleaf, St. Paul, Minn., E. C. Warren, Chicago, Ill., R. P. Reed, St. Paul, Minn., A. H. Engelhart, St. Paul, Minn., J. J. Heimes, Great Falls, Mont., J. J. Woulfe, San Francisco, Calif., J. F. Burns, New York, N. Y., A. T. Sims, New York, N. Y., C. E. Finley, St. Paul, Minn., G. D. Johnson, St. Paul, Minn., R. W. West, Seattle, Wash., W. E. Nicholson, St. Paul, Minn., M. M. Scanlan, St. Paul, Minn., E. N. Duncan, St. Paul, Minn., G. B. King, Seattle, Wash., H. H. Knocke, Seattle, Wash., R. L. Wyatt, Minneapolis, Minn., S. J. Anderson, Portland, Ore., F. J. Loughney, Duluth, Minn.

Seated Second Row—C. D. Kraft, St. Paul, Minn., R. J. Stangel, St. Paul, Minn., G. W. Stone, Philadelphia, Pa., J. F. Thomann, Washington, D. C., R. C Wentz, St. Paul, Minn., L. C. Sandholm, Sidney, Mont., G. F. Smith, Toronto, Ont., H. D. Nicholson, Sioux Falls, S. Dak., R. L. Lamb, Sacramento, Calif., M. A. Unger, New York, N. Y., A. L. Strom, Detroit, Mich., C. F. Emnott, Everett, Wash., W. C. Carroll, Minneapolis, Minn., H. D. Morrison, San Francisco, Calif., E. M. Gregory, Fargo, N. Dak., E. H. Gruetzman, St. Paul, Minn., L. L. Montgomery, Spokane, Wash., W. L. Curtis, Sioux City, Iowa, L. E. Moore, Sioux Falls, S. Dak., M. A. Williams, Des Moines, Iowa, Paul Meyers, Tacoma, Wash., R. R. Hunter, Minot, N. Dak.

REAT NORN RAILWAY

Department Staff Conference

Saint Paul, Minnesota

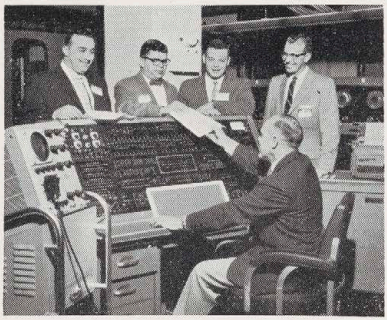
April, 1959

St. Paul, Stone, Pa. on, D. C. m, Sidney, olson, Sioux lif., M. A. troit, Mich. rall, Minne sco, Calif. uetzman, S. e, Wash. oore, Sioux oines, Iowa ter, Minot,

Seated Third Row—L. A. Richardson, Seattle, Wash., C. C. Thompson, Kansas City, Mo., E. C. Whitacre, Duluth, Minn., D. E. Marsten, Spokane, Wash., S. V. Yates, Edmonton, Alta., G. C. Dohm, Grand Forks, N. Dak., V. T. Loyd, Winnipeg, Man., R. J. Sicard, St. Paul, Minn., W. C. Hageman, St. Louis, Mo., M. V. Schoonover, Spokane, Wash., C. R. Spafford, Great Falls, Mont., H. E. Johnson, Billings, Mont., R. L. Merklin, Portland, Ore., J. K. Cutforth, Seattle, Wash., E. W. Carter, Klamath Falls, Ore., B. J. Shriner, Cincinnati, Ohio, M. A. Knos, Pittsburgh, Pa., H. T. McBride, Denver, Colo., J. F. Germscheid, St. Cloud, Minn., W. F. Hoffman, Minot, N. Dak., J. J. Dempsey, Grand Forks, N. Dak., V. Z. Clarke, St. Paul, Minn

Standing Fourth Row—W. J. Garrity, Havre, Mont., L. G. Levitte, Lewistown, Mont., R. E. Carter, Grand Forks, N. Dak., R. J. Inhofer, Dallas, Texas, L. W. Larson, Bellingham, Wash., A. F. Nikolai, Oakland, Calif., W. G. Harold, Vancouver, B. C., L. J. Eret, Minneapolis, Minn., C. R. Streedbeck, St. Paul, Minn., L. E. Wagner, Kalispell, Mont., S. A. Garrity, Butte, Mont., J. P. Wallace, Duluth, Minn., H. E. Evans, Boston, Mass., J. W. Petrick, Milwaukee, Wis., E. J. Kubicki, Atlanta, Ga., L. T. Wickerson, Vancouver, B. C., A. S. McKenzie, Winnipeg, Man., T. H. Green, Fargo, N. Dak., R. A. Munro, Nelson, B. C., J. E. Burns, Cleveland, Ohio, W. E. Murray, Chicago, Ill., R. A. Cory, Buffalo, N. Y., C. E. Jarrett, Great Falls, Mont., R. A. Callaghan, Great Falls, Mont., J. C. Powers, Wenatchee, Wash

Future Execs Play Business Game



Prospective future executives from St. Paul and Minneapolis, Minnesota, competed in the Great Northern Railway general offices in St. Paul to determine who were the best management planners.

Four five-men teams of Junior Chamber of Commerce members from each city competed using Great Northern's Remington Rand Univac high-speed electronic digital computer system.

They considered material, labor, shipping and warehouse costs, selling price, estimated demand and other cost factors in the manufacture of a product known as widgit.

The Jaycees planned a year's production on a month-by-month basis during an eight-hour period.

It took mere seconds to learn the teams' monthly profit or loss.

The Minneapolis team won the competition by a narrow margin of $15,000 net profit although both teams showed superior management capability.

Developed by the American Management Association to simulate business operations in its courses and seminars, the game has been likened to army war games which simulate battle conditions.

Mr. Walter N. Norris, general auditor, vice president comptroller's office, said such exercises make a significant contribution to the efficiency of business and industry by training young men for managerial responsibilities.

GN Freight Traffic Staff Meeting Held

Transportation sales and service problems were discussed at a Great Northern Railway freight traffic staff conference in Hotel St. Paul, February 9 through 11, in St. Paul.

Nearly 100 GN traffic officers and representatives from 20 states and 4 provinces of Canada participated in the meeting which was under the direction of C. E. Finley, traffic vice president of the railway.

In addition to Mr. Finley, principal speakers included John M. Budd, president of Great Northern; Jay Beecroft, manager, sales training, Minnesota Mining & Manufacturing Company, and W. L. Thornton, Jr., general traffic manager of Kimberly Clark, Incorporated, Neenah, Wisconsin.

GN freight staff meetings are held periodically in St. Paul and are augmented by regional meetings.

Glacier Park Horse Concession Sold

The saddle horse concession in Glacier National Park has been sold to George Moore, Ronan, Montana, by Wellman Enterprises.

Mr. Moore, a rancher and packer, has packed hunting parties into the Bob Marshall Wilderness for several years. He also was vice president of the Western Montana Outfitter and Guide Association.

The past year he worked in Glacier conducting saddle horse parties for Wellman Enterprises.

Goat Gaieties

Bad Risk

An insurance agent writing a policy for a cowpuncher asked if he'd ever had any accidents.

"No," the cowpuncher replied, "but a bronc kicked me a couple of times and a rattlesnake bit me."

"Well, don't you call them accidents?" the riskman asked.

"No," the cowboy replied, "They did it on purpose."

* * *

Mouthful

"Another bite like that," a father told his young son, "and you'll leave the table."

"Another bite like that and I'll be finished."

* * *

Nine Lives

A tomcat and a tabby were courting on the back fence when the tomcat leaned over to her and said:

"I'd die for you, you beautiful thing!"

The tabby gazed at him longingly and said: "How many times?"

* * *

Thankless Job

"Now don't worry, George," the boss said to him in the hospital, "everybody in the office is going to pitch in and do your work—as soon as we figure out what you've been doing."

Dead Eye

A mountaineer, seeing his first motorcycle on the road, raised his rifle and shot away.

"Did you get that varmit?" his wife asked.

"Hit it, but didn't kill it," he said. "I can still hear it growlin'—but I shore made it turn that pore man loose."

* * *

Tell Tale

Wife: "Darling, I'm going to appear in a musical. What do you think people would say if I wore tights?"

Hubby: "That I married you for your money."

* * *

Fleet-Footed

"My husband's a wonderful athlete," a woman said. "He plays tennis, golf and swims. Does your husband take any exercise?"

"Yes, last week he was out five nights running."

* * *

Food For Thought

Cannibal Lady to Witchdoctor: "My husband is getting impossible. He's irritable, nasty and unpleasant to our friends."

Witchdoctor: "Maybe he's just fed up with people."

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Clown Band Cuts Up For Shut-Ins

A novel Great Northern Railway employe group has been acting as goodwill ambassadors to many shut-ins.

It is the Clown Band, a 16-member organization that recently traveled to 14 different children's hospitals, schools, orphanages and old folks' homes.

Bedecked in gaily-colored clown clothes, the members, many of whom are musicians, presented polkas, rock-and-roll numbers, light classics and comedy skits. The clowns tailor their programs to specific age groups.

The Clown Band is regrouped for every St. Paul Winter Carnival for a 10-day period. The band's favorite visiting places are hospitals, homes for the aged and schools for mentally retarded and exceptional children.

Playing as many as six shows in one day can be exhausting, but one can never discern that in the clowns' faces as their cavorting and music delights audiences from 2 to 90.

The glee in youngsters' eyes and the fresh sparkle in those of the oldsters is the reward for the clowners.

First organized as a German band 12 years ago, it evolved into a Clown Band. It is well-known in the Twin Cities area and other points.

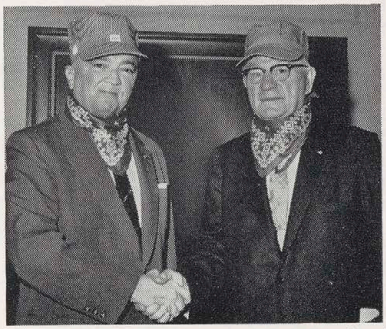
The Clown Band has traveled out of town for various occasions. It once raised $800 in Willmar, Minnesota, for the benefit of two crippled youngsters. The group also entertained a GN veteran convention in Spokane, Washington.

FBI Chief Honored

J. Edgar Hoover, director of the Federal Bureau of Investigation, Washington, D. C., became an honorary member of the Brotherhood of Locomotive Engineers.

He was presented with a special certificate making him a member of the organization's Division 160.

Honorary membership in the senior rail labor organization on the North American continent was conferred in recognition of Hoover's great contributions to humanity and to the service of his country.



J. Edgar Hoover, left, FBI director, is congratulated by Guy L. Brown, Brotherhood of Locomotive Engineers' grand chief engineer.

Six Appointed to GN Scholarship Committee

Six men prominent in business, labor and education accepted appointments to Great Northern's 1959 Scholarship Selection Committee, according to John M. Budd, president of the Railway.

The committee will select winners of a minimum of three four-year college scholarships to be awarded in the spring to sons of Great Northern employes in the United States and Canada.

It will be the fourth year of railway-sponsored scholarship competition.

Education representatives who also served on the 1958 committee 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, St. Paul.

Business representatives are Mr. John B. Faegre, Jr., of Minneapolis, an attorney, and Mr. R. M. Hubbs, vice president of St. Paul Fire & Marine Insurance Company. Mr. Hubbs also served on the 1958 committee.

Labor representatives are Mr. R. J. Delaria of St. Paul, general chairman of the Brotherhood of Locomotive Firemen and Enginemen, and Mr. G. Y. Larson of St. Paul, general chairman of the International Association of Machinists.

St. Pat Former Slave

The man destined to become St. Patrick, who was to endear himself to the Irish and others, was born in Kilpatrick, near Dumbarton, Scotland, in the year 387, according to "The American Book of Days."

His father was a member of a noble Roman family. As a boy of 16, he was brought to Ireland as a slave by returning raiders. He escaped to Britain six years later and made his way to France where he spent more than 18 years preparing for a religious life.

He returned to Ireland probably in 433, after having been commissioned by Pope Celestine to work there. He preached and taught in Ireland many years, building churches and organizing parishes. He died March 17, 493.

ANCIENT ROMANS TAXED FUNERALS--

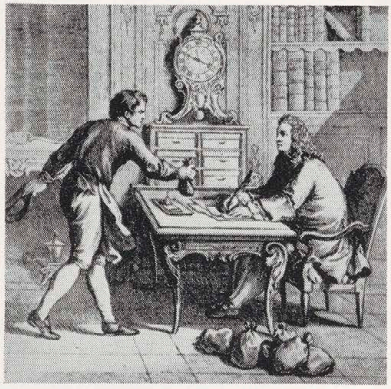
Tax Load Getting Too Heavy?

It may be more blessed to give than to receive but the quotation hardly applies to Mr. John Q. Public as he prepares to give his annual contribution to Uncle Sam.

However, Americans, who are eager to count their blessings, take particular pride in complaining about their taxes. Come tax-paying time, radio and television comedians rely on the tax situation for countless jokes.

The fear of tax collecting and its allied grumbling, curses, and threats has been with us since before the Sumerians. An old Sumerian proverb reads: "You may have a lord; you may have a king, but the man to fear is your tax collector."

According to the Handwriting Foundation, taxes, which came before money, first were paid as tribute to a conquering leader. Soon, as the idea of producing revenue grew, leaders demanded revenue.



An irate taxpayer of days-gone-by evidently is not too happy as he pays his taxes, in the form of a bag of coins, to his landlord. The latter has reaped a good harvest as evidenced by the money bags on the floor

Egyptian Pharaohs demanded 20 per cent of all farm produce. Greece taxed doorways and Romans knew poll, income, excise and property taxes—and taxes on almost everything imaginable. They even taxed togas and funerals.

Medieval taxes evolved from church tithes and in the Renaissance, peasants—then tenant farmers—paid levies on their produce.

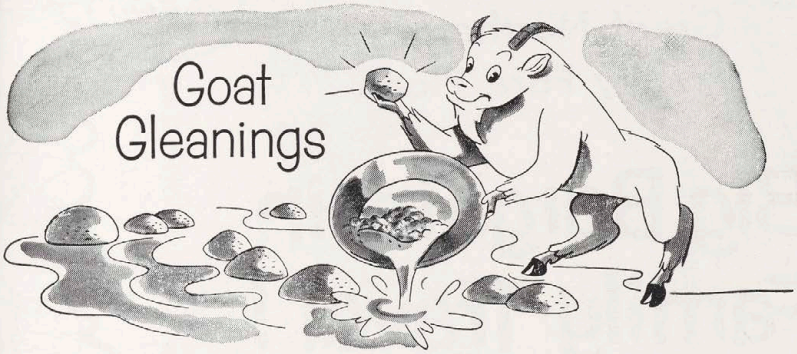
Russia taxed beards and France fireplaces. An English revolution was touched off in 1318 when Wat Tyler killed a tax collector.

Our own history is rife with tax incidents such as the famous Stamp Act which spurred our Revolution. Although the Fathers of the Constitution saw the need for a tax base, the Whiskey Rebellion of 1794 was touched off when the federal government tried to collect.

Although there are almost as many plans for tax proposals as there are taxpayers, opponents of the current tax setup think the scales are too high: It's possible to pay 91 per cent of earnings in taxes. Those in the $16,000 level pay 50 per cent.

Whether you think it's just or not, you may be paying more taxes than you have to. The federal government and the Handwriting Foundation remind us countless dollars are added to the Treasury through taxes because of illegible handwriting.

Incidentally, we didn't mean to over-emphasize federal taxes. Residents of states where state taxes are paid had better keep the state in mind, too. Both are due April 15.



Piggyback freight service continues to grow. As of August, 1958, the weekly average of flat cars loaded with trailers was 4,835, compared with a weekly average of 4,790 in 1957, 3,996 in 1956, and 3,234 in 1955.

* * *

Since the close of World War II, and up through the first seven months of 1958, freight train speeds had increased about 23 per cent and passenger train speeds about 16 per cent.

* * *

Railroads are among the largest buyers and customers in America. Their shopping list includes more than 100,000 items ranging from lead pencils to locomotives.

During the period from 1952-1956, Class I railroads in the United States spent an average of 482 million dollars a year for fuel, 148 million for forest products, 581 million for iron and steel products and 575 million for other products.

* * *

During 1958, an estimated 2,800,000 tourists visited Seattle, Washington, bringing in an estimated 100 million dollars into the city's economy, according to the Convention and Tourist Bureau of the Seattle Chamber of Commerce.

Robert J. Turk of Seattle has been appointed system electrical engineer for the Great Northern Railway in St. Paul.

* * *

Britain will not participate in Eurailpass, a ticket enabling passengers to ride over thirteen railroads in Europe.

Officials of British and Irish Railways in New York City said the country will not participate because for several years British Railways provided bargain tickets of their own designed to appeal to North American visitors.

* * *

An estimated 100 million dollars in operating costs are saved yearly by railroads resulting from the augmented mechanical and engineering research program of the Association of American Railroads.

One-hundred major projects concerning roadway and equipment problems are under way at the AAR Research Center and other points.

* * *

National Transportation Week will be observed this year from May 17 through 23.

GREAT NORTHERN—GREAT WAY EAST OR WEST

PRINTED IN U. S. A.

FORM 6009—3-59

Great Northern's Family Fare Plan

Big Bargain in Family Travel!

TAKE 'EM ALL, mom and the kids. Family travel is a family adventure on Great Northern. Special money-saving fares Monday through Thursday.

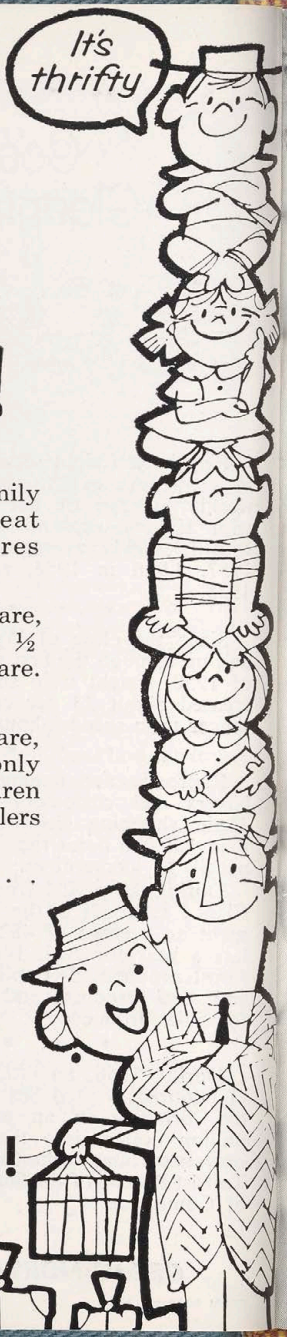
ONE-WAY TRIP—one parent pays full fare, other parent and children 12-21 go for ½ fare each. Youngsters 5-12 pay ¼ fare. Under 5 go free.

ROUND-TRIP—one parent pays full fare, other parent and children 12-21 pay only one-way adult fare for round-trip. Children 5-12 pay ½ of one way adult fare. Toddlers under 5 go free!

Leave Monday through Thursday . . . return any day.

GROUP TRAVEL COSTS LESS TOO!
Special reduced group fares for coach travel. See your Great Northern agent for lowest cost travel in groups.

Go Great...Go Great Northern!



GREAT NORTHERN RAILWAY

The Great Northern

GOAT

APRIL 1959

The Great Northern GOAT

Vol. 29 April, 1959 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.

DAN MUSCH, 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 Beverly McKoin, Queen of the Wenatchee Apple Blossom Festival, poses daintily on a swing holding the valley's most famous product—apples.

Story on Page 3.

Your Railroads

Railroads, through substantial property taxes, contributed heavily to education.

Schools are kept open by railroad taxes. In one midwest state, for example, of the nearly 35 million dollars paid by railroads in property taxes in 1957, more than 20 million dollars went to schools.

In other words, schools received more than 58 per cent of local railroad taxes, and in some states, the percentage is even higher.

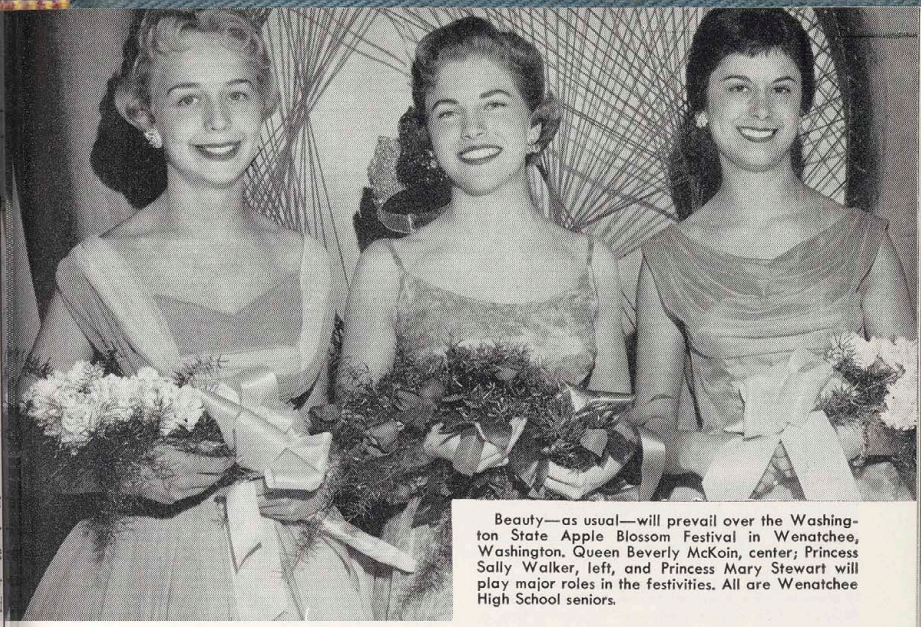
By comparison with railroads, other forms of transportation as trucks, airplanes and barges contribute little toward the support of local government and virtually nothing toward schools, the article stated.

In 27 states, there are constitutional amendments to insure that practically all motor-fuel taxes and license fees are spent on highway construction and maintenance. But railroads construct and maintain their own rights-of-way and still pay property taxes on them to support schools and other government services.

Red-Faced Department

The March, 1959, issue of The GOAT antedated the photograph of the GN Freight Traffic Department Staff Conference. It should have read: February 9-11, 1959.

The editor is new on his GN job, but an old hand at editing—so, no alibis!



Beauty—as usual—will prevail over the Washington State Apple Blossom Festival in Wenatchee, Washington. Queen Beverly McKoin, center; Princess Sally Walker, left, and Princess Mary Stewart will play major roles in the festivities. All are Wenatchee High School seniors.

Washington Apple Blossom Fete April 30

Honey-blond Beverly McKoin will reign as queen of the 40th annual Washington State Apple Blossom Festival April 30 through May 2 in Wenatchee, Washington.

Part of her royal court will be Princesses Sally Walker and Mary Stewart. Others will include about 40 princesses representing communities throughout Washington State and British Columbia.

As is customary in the queen race, the trio was selected from the senior class of the Wenatchee High School.

Wenatchee, "The Apple Capital of the World," and the valley will be a riot of pink and white apple blossoms the first weekend in May.

A full schedule of events is planned during the three-day celebration. On April 30, there will be a musical production of Walt Disney's version of "Johnny Appleseed" with a cast of 75.

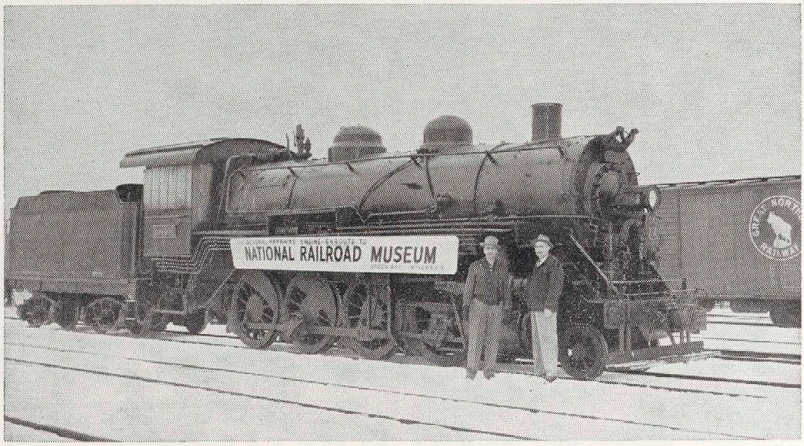
The following day, nearly 3,500 children in imaginative costumes will march in the annual school parade.

Queen Beverly will receive her crown and scepter that evening in the "Coronation Under The Stars" ceremony in the outdoor Apple Bowl. The impressive ceremony is followed by a gala festival ball for adults and a Queen's ball for teenagers.

The Grand Parade on May 2 is expected to last two hours. Festival parades are famed for the beauty of their civic and commercial floats, their spirited bands and drill teams.

Northwest high school bands will compete after the parade in the Band Jamboree which will be held in the Apple Bowl. A fireworks show that evening will be the finale to the memorable week-end.

Gen. Pershing Locomotive in Museum



Among those who inspected the General Pershing locomotive while it was at Whitefish, Montana, were Jack Joy, GN engineer, who saw the locomotive on duty while he served with the U.S. Army Railroad Battalion in Korea, and H. J. Velten, GN agent at Whitefish.

The General Pershing locomotive and tender made its last trip and is resting at the National Railroad Museum in Green Bay, Wisconsin.

Assisting in hauling the 40-year-old Army locomotive across the northern part of the country was the Great Northern Railway which carried it from Bieber, California, to the Twin Cities.

The locomotive was shipped to the West Coast from Korea where it last served with the Korean National Railways.

Museum officials wrote to the State Department and Korean President Syngman Rhee to save the historic engine from the junk pile. President Rhee gave the locomotive to the museum as a gift from the people of Korea.

The last remaining Baldwin Locomotive Works locomotive, built for the American Expeditionary Forces in World War I, was refurbished by the Western Pacific Railroad Company for its final journey East.

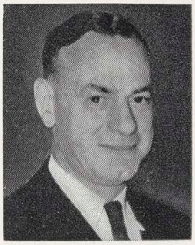
Named after the late World War I general, the locomotive was used for switching during World War I and II and also by the Korean National Railways during the Korean conflict.

Although the 65-foot, 69-ton locomotive and 22-ton tender were seen by thousands of railfans across the northern tier of states, they will be seen by thousands of others for years to come at the museum.

Other railroads cooperating with the free movement of the locomotive were the Western Pacific Railroad Company and the Chicago & North Western Railway. The latter moved it from the Twin Cities to Green Bay.

Passenger, Traffic Club News

CHICAGO



Mr. Van Buren

Wallace Van Buren, city passenger agent of the Chicago, Milwaukee, St. Paul & Pacific Railroad, has been elected president of the Chicago Passenger Club.

Other officers are Thomas J. Nolan of the D.C. Transit System, first vice president; Erwin J. Schreiber, city passenger agent, Northern Pacific Railway, second vice president, and Herbert G. Cromwell, city passenger agent, Gulf, Mobile & Ohio Railroad, secretary-treasurer.

Elected to the board of governors are John A. Chapin, Gray Line; Paul E. Groth, Cartan Tours; Glenn F. Welker, Wabash Railroad; Thomas F. Carmody, Missouri Pacific Railroad, and Edward McGarr, Chicago, Rock Island and Pacific Railroad.

* * *

CINCINNATI

Gus Busemeyer, Chicago, Burlington & Quincy Railroad, has been elected president of the Cincinnati Passenger Club.

Other elected officers are John Bischoff, Cincinnati Post & Times Star, vice president, and Charles Rodeffer, Atchison, Topeka & Santa Fe Railway, secretary-treasurer.

Elected to the board of directors were William Hunter, Butler Travel; William Daly, Southern Railway; Charles Heinz, Pennsylvania Railroad, and Art Beinkemper, Cincinnati Union Terminal Company.

The Cincinnati Traffic Club elected M. F. Connor of the Northern Pacific as president.

Other officers are Harry J. Jones, Chevrolet Motors, first vice president; Otto Budig, Budig Trucking Company, second vice president; Layton Allen, Proctor and Gamble, third vice president; H. Fred Oehlschlager, secretary, and Edward H. Whiting, treasurer.

* * *

OMAHA

Robert Fahey of the Union Station, Omaha, was elected president of the Trans-Missouri Passenger Club.

Also elected were Jack Key, Denver and Rio Grande Western Railroad, Ralph Wadum, Chicago, Burlington & Quincy Railroad, and Charles Haskett, Pullman Company, who were named first, second and third vice presidents, respectively.

Cecil Johnson, Chicago, Burlington & Quincy Railroad, was elected treasurer, and Eugene Moore, New York, Chicago & St. Louis Railroad, secretary.

* * *

INDIANAPOLIS

J. P. Claypool of the Hoosier Travel Service was elected president of the Indianapolis Passenger Association.

L. H. Dyer, Jr., Union Station ticket agent, was named vice president, and William E. Dwenger, Southern Pacific Company, secretary-treasurer.

Chosen advisory board members were Theodore N. Popoff, Chicago, Rock Island & Pacific Railroad; Frances W. Christena, Pennsylvania Railroad, and Kenneth V. Nelson, Ross-Babcock Travel Service.

(Concluded on Page 6)

CLUB NEWS—Conclusion

PHILADELPHIA

Mr. Kruse

Arthur R. Kruse, of the Chicago, Burlington & Quincy Railroad, was elected president of the Philadelphia Passenger Association.

Other elected officers are F. S. Benoliel, Canadian National Railways, first vice president; L. L. Drumheiser, Baltimore and Ohio Railroad, second vice president; R. M. Colmery, Hertz Company, secretary; Dean M. Cooksy, Chicago, Milwaukee, St. Paul & Pacific Railroad, treasurer, and W. Dwight D. Prince, Reading Company, historian.

Members of the board of directors are J. O. Baker, American Express Company; E. P. Schilling, Milwaukee, St. Paul & Pacific Railroad; E. H. Hatfield, Jr., Atchison, Topeka & Santa Fe Railway; A. E. Rohmer, Great Northern Railroad; M. H. Eckardt and Ralph E. Dunn, both of the Pennsylvania Railroad; Thomas A. Seery, Curtis Publishing Company; John C. Dolan, Northern Pacific Railway; E. B. Saltmer, Baltimore & Ohio Railroad; M. A. Brieschke, Atchison, Topeka & Santa Fe Railway; F. B. Fowler, Pennsylvania Railroad, and A. G. Chamberland, Canadian Pacific Railway.

* * *

HOUSTON

The Passenger Club of Houston, Texas, elected D. J. Peterson, district passenger agent of the Wabash Railroad, as president.

Other officers are Turner Rayburn, chief clerk, Chicago, Rock Island & Pacific Railroad, vice president, and Mrs. Louise Goina, ticket clerk-accountant, Chicago, Rock Island & Pacific-Fort Worth & Denver Railway, secretary-treasurer.

* * *

KANSAS CITY

John W. Davis of the St. Louis Railway was named second vice president of the Kansas City Passenger Agents' Association for the remainder of the 1958 term. He replaced Thomas Mitchell who was transferred to Denver, Colorado, as ticket agent for the Denver Union Terminal.

* * *

SOUTHERN CALIFORNIA

Elected president of the Southern California Passenger Association was C. F. (Charley) Hallsman of the Union Pacific Railroad.

Other officers are Thomas Brockmiler, Southern Pacific Company, first vice president; R. J. Eberhardt, Canadian National Railways, second vice president, and H. W. Brown, Chicago, Rock Island & Pacific Railroad.

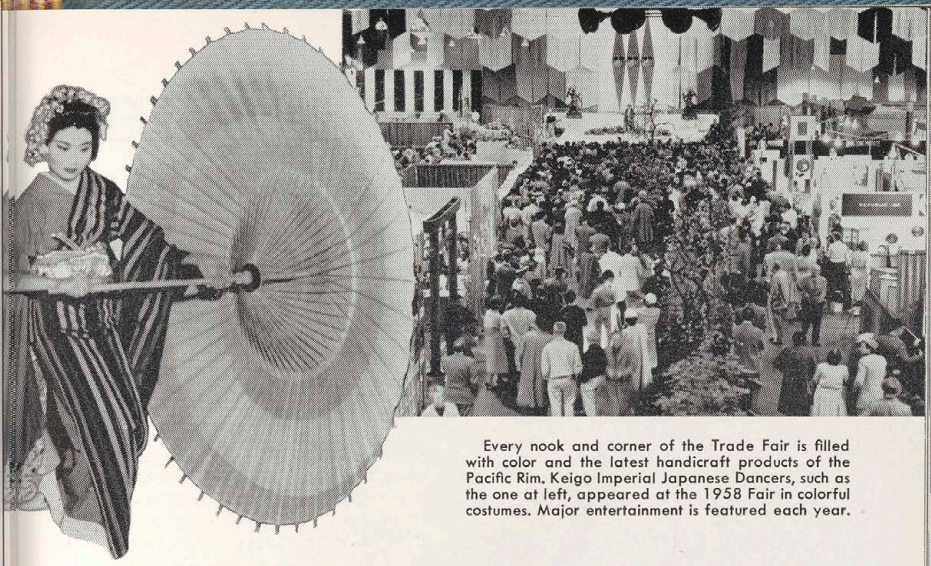
Board of directors members are Howard Burns, Hertz System, Incorporated, chairman; Harry Armstrong, Canadian Pacific Railway; L. H. Linstrom, Union Pacific Railroad; C. C. North and Glenn W. Queen, both of the Atchison, Topeka & Santa Fe Railway, and M. W. Sidel, Southern Pacific Railway.

* * *

ST. LOUIS

Gilbert E. Paul of the Wabash Railroad has been elected president of the St. Louis Passenger Club, succeeding Thomas O'Grady.

Other officeholders are Harold Wehrend, also of the Wabash, first vice president; Virginia Field, Terminal Railroad Association, second vice president; Melvin G. Lincks, Missouri Pacific Railroad, third vice president; Claude L. Fuhr, Gulf, Mobile & Ohio Railroad, secretary, and William E. Ferry, also of the GM&O, treasurer.



Every nook and corner of the Trade Fair is filled with color and the latest handicraft products of the Pacific Rim. Keigo Imperial Japanese Dancers, such as the one at left, appeared at the 1958 Fair in colorful costumes. Major entertainment is featured each year.

THE TWAIN MEET AT TRADE FAIR

The eighth annual Washington State International Trade Fair will open April 24 in the National Guard Armory in Seattle.

Buyers from all corners of the United States will attend the showing of Oriental merchandise imports from Pacific Rim nations.

The public has shown such an interest in the fair that officials established "souvenir alley" for casual purchases.

During the 10-day fair, the public will be entertained by artist groups of participating countries.

As the number of exhibits at the Trade Fair has increased, its sponsors have acceded to demand for a merchandise clinic on American retail sales practices for the benefit of Oriental participants.

This will supplement work done in the Pacific Rim countries between Fairs by emissaries from Seattle who call on producers and government officials in their home countries.

The emissaries helped Pacific Rim manufacturers adjust their products to American tastes and needs as a further step toward balancing imports and exports across the Pacific.

Trains Schedule Changes

Train 47, the northbound Western Star, will leave Chicago 15 minutes earlier—10:45 p.m., daily instead of 11 p.m., effective April 26.

It will arrive in St. Paul at 7:30 a.m., instead of 7:45 a.m.

Train 48, the southbound Western Star, will leave St. Paul at 11:30 p.m. instead of 11:25 p.m., and arrive in Chicago at 8:15 a.m. instead of 8:10 a.m. (All times listed are Central Standard Time.)

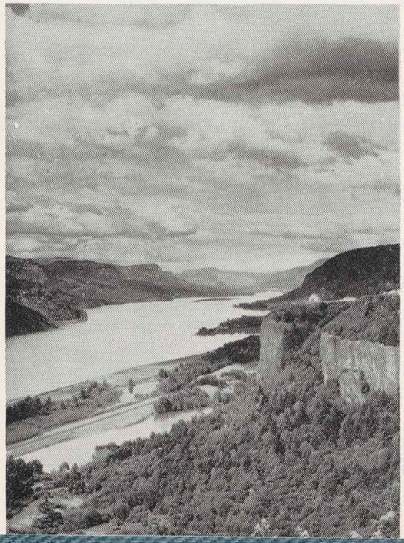
Intermediate times Western Star Trains 47 and 48 between Chicago and St. Paul will adjust accordingly.

TOP

The most British of all Canadian cities, Victoria, B.C., is easily visited by fast ferries and steamers from Seattle and other mainland ports in the Puget Sound area.

The Great Dome cars of the Empire Builder feature tinted safety glass for unobstructed views of the natural beauty of the West. They are good for photography, too.

The picturesque Many Glacier Hotel in the heart of Glacier National Park fronts on Swiftcurrent Lake. The highest peak rising beyond is Mount Wilbur.



The vast Columbia River never fails to impress the visitor who avails himself of the Top O' The West tours that includes such cities as Portland, Oregon.

THE WEST

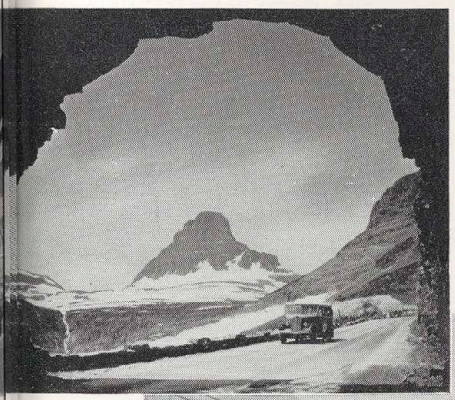
Pacific Northwest Vacations for 1959

The natural and man-made wonders of fabulous Glacier National Park and the Pacific Northwest are expected to attract more tourists than ever before to Great Northern Railway's "Top O' The West" summer vacation tours.

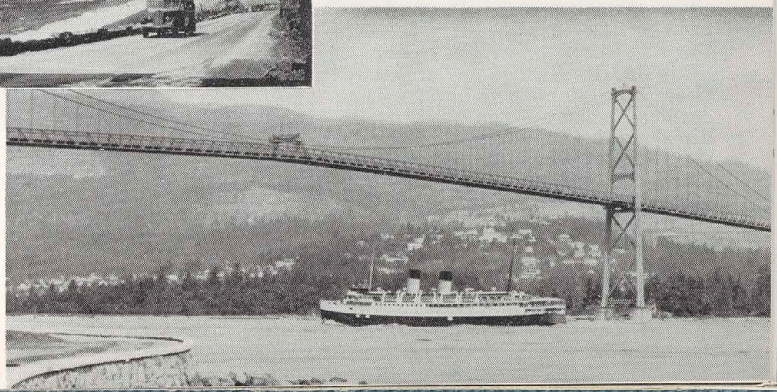
The 14-day, 5,500-mile complete vacations are becoming more popular each year due to an ever-increasing interest in the West. This is borne out by inquiries resulting from GN

(Continued on page 10)

↑ Blackfoot Indian chieftains in full color regalia welcome Glacier Park visitors to the Montana Rockies. They stage ceremonial dances much to the delight of onlookers.



← Mount Clements in Glacier National Park in the Montana Rockies dominates this view from a tunnel on the famous Going-To-The-Sun road that is a must for tourists.



The S. S. Princess Marguerite plies its way under the Lions Gate Bridge, Vancouver, B.C. The ship offers luxurious travel for tourists. ↓

advertisements in national magazines and newspapers.

Many modes of transportation are utilized to give the vacationer the most relaxing, comfortable and interesting trip possible.

The prinicipal form of travel is on the Incomparable Great Dome Empire Builder westward between Chicago, the Twin Cities and Portland, and eastward on the companion streamliner, The Western Star, that serves Glacier National Park.

Launches, steamers and open-air buses are used to round out the most complete tourist trip in the Pacific Northwest.

The finest accommodations on the streamliners and in first-class hotels and resorts offer the tourist delicious meals and the best sleeping facilities.

Tour parties are limited to 30 persons each. They leave Chicago and the Twin Cities every Monday, June 22 through August 24, on the Incomparable Empire Builder.

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

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

The scenic northbound rail trip along the 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; the trip along the Columbia river includes 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.

Among the accommodations chosen from the finest hotels and resorts are the Multnomah Hotel in Portland; Olympic Hotel in Seattle; Hotel Georgia in Vancouver; Paradise Inn at Mount Rainier; Glacier Park Lodge and Many Glacier Hotel in Glacier National Park.

Luncheon stopovers are made during sightseeing trips at the Empress Hotel in Victoria, Multnomah Falls Lodge on the Columbia River Highway, and at Lake McDonald Hotel in Glacier Park.

The "Top O' The West" vacations are planned to be the most economical for the tourist. They may include first class or coach railway transportation as selected from Chicago or St. Paul-Minneapolis to Vancouver, B.C., and return including steamer

(Concluded on Page 11)

New officers of the Detroit Passenger Traffic Club are Ed Hanggi, Great Northern Railway, front, president; Ed Liber, Chicago, Burlington & Quincy Railroad, center left, first vice president; Hank Millard, Chicago, Milwaukee, St. Paul & Pacific Railroad, center right, secretary-treasurer, and Paul Guidry, Chicago, Burlington & Quincy Railroad, rear, second vice president.

Wenatchee Band Greets Visitors

The Wenatchee High School pep band greeted more than 1,200 Seattle-area residents who traveled to the Apple Capital via Great Northern aboard the Western Washington Excursions Special. The tour from Seattle to Wenatchee and return included a brief stop near the Summit of the Cascade Mountains during which passengers had an opportunity to frolic in the snow. They also visited apple packing plants in Wenatchee. (Wenatchee Daily World Photo.)

TOP O' THE WEST TOURS—Concluded

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; 33 choice meals; transfer between station and hotel; tips to station porters and hotel bell boys; assistance of Great Northern Railway representatives, National Park personnel, and Gray Line representatives.

Left to individual discretion are seven luncheons, tips to waiters, porters and personnel rendering personal services, personal and incidental items.

Other Great Northern 1959 summer tours ranging from 10 days and up, escorted and pre-arranged for independent travel, include Glacier National Park; Glacier, the Pacific Northwest, Canadian Rockies, Glacier, Banff, Lake Louise, Columbia Icefields and Jasper Park; the Pacific Northwest, California and Las Vegas.

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.

GN Scholarship Selections Group

Studying applications for the 1959 Great Northern Railway Scholarship awards are members of the scholarships selections committee. Seated from the left are R. M. Hubbs, executive vice president of the St. Paul Fire & Marine Insurance Company; G. Y. Larson, general chairman of the International Association of Machinists; G. B. Risty, director of the Bureau of Student Loans and Scholarships at the University of Minnesota, and L. H. Hauer, chairman of testing at St. Thomas Military Academy. From the left, standing are John B. Faegre, Jr., of Faegre & Benson, Attorneys, Minneapolis, and R. J. Delaria, former general chairman, Brotherhood of Firemen and Locomotive Enginemen.

Passenger Traffic Staff Meeting Held In Chicago

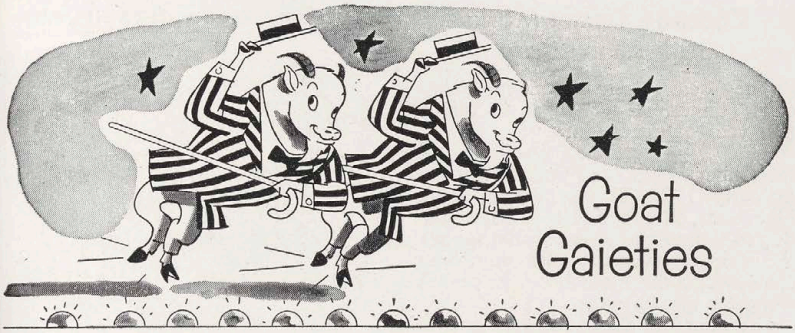
Midwestern and eastern Great Northern Railway passenger representatives met in the Morrison hotel in Chicago March 7-8 to discuss problems and exchange ideas in the passenger traffic department.

P. G. Holmes, passenger traffic manager of the GN, was the principal speaker and directed the various discussions on traffic problems.

Among the speakers were J. W. Kirby, general superintendent, dining cars; J. M. (Milt) Hagen, assistant advertising manager; J. W. Forney, president, John W. Forney, Incorporated, Minneapolis, and W. O. Carlson, public relations director, Glacier Park Company.

The nearly 45 staffers in attendance also heard reports on traffic topics by S. M. Farrell, assistant passenger traffic manager; C. M. Cornelius and K. C. Van Wyck, general passenger agents; E. M. Brady, general agent-passenger department; F. L. Strecker, district passenger agent, all of St. Paul; R. W. Greenman, general agent-passenger department, Minneapolis; G. M. French, assistant general passenger agent, Chicago, and Henry Deissler, general agent, passenger department, New York City.

The group also viewed two colored films, "Glacier National Park," and "Empire on Parade."



Goat Gaieties

Rank Injustice

The major looked up from his desk at the first class private and snapped: "Now really, I ask you, in civilian life would you come to me with a puny complaint like this?"

"No, sir," was the reply, "I'd send for you."

* * *

Better Half

Judge: "Do you know, son, that by leaving your wife you're a deserter?"

Defendant: "If you knew that woman like I do, you'd call me a refugee."

* * *

Time Check

A man seated on a park bench watched a small boy wind his most-prized possession, a $1 watch.

"Does that tell you the time?" the man asked.

"No, sir," replied the little fellow, "you have to look at it."

* * *

Precocious

The mother was trying to coax her small son to slumber. "Now dear, close your eyes and go to sleep," she crooned. "The sandman's coming soon." The youngster looked at her wide-eyed. "That's okay, mummy. I won't tell daddy."

Wrong Approach

Jane swept into the office with a mink coat draped casually over her arm.

"Dearie," asked Mable, "how did you ever get such a gorgeous mink? I've been struggling for years to get one."

"Honey," replied Jane, "you mustn't struggle—ever."

* * *

He Checked

Mr. Tipsy: "Lady, you got two ver' beautiful legs."

Girl (Snapping): "How would you know?"

Mr. T. (Brightly): "I counted 'em."

* * *

Every Year

"What do Elks have that other animals never have?"

"I don't know—what?"

"Parades!"

* * *

Social Security

The boy friend had been sitting in the living room waiting for his long-time fiance to come down. To make chit-chat with her father, he remarked: "Did you know that I've been going with your daughter for exactly ten years?"

"Well!" said the old man, "what do you want? A pension?"

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Cascade Tunnel Marks 30th Anniversary

The Great Northern Railway's Cascade Tunnel recently began its thirty-first year of operation.

The 7.79-mile tunnel was begun in December, 1925, and was completed in early 1929. It was driven from both ends, after a 622-foot shaft was dug to tunnel grade. A parallel tunnel, the Pioneer, was dug with numerous crosscuts to the main bore, to permit work on the Cascade.

Crossing the Cascades was one of the biggest stumbling blocks encountered by the GN in its march West. The first Cascade tunnel, opened in 1900, was 2.7-miles long. It eliminated a 4-per-cent grade over the open pass.

By 1925, the 24-mile distance between Scenic and Merritt, Washington, had two-fifths of the distance or 32,322 feet of snowsheds and 19,332 feet of tunnel.

The completed Cascade tunnel eliminated the principal snowslide area and lowered the summit crossing 501 feet and shortened the track length 7.68 miles.

Diesels replaced electric locomotives in the tunnel and large fans were installed in the east portal to withdraw exhaust fumes.

Rep. Oren Harris Honored By Transportation Group

Rep. Oren Harris of Arkansas, chairman, committee on interstate and foreign commerce, was honored March 26 at a dinner of the Washington chapter of the National Defense Transportation Association in Washington, D.C.

Rep. Harris' career has been closely associated with all phases of transportation. The group honored him for his judicious service rendered in the Congress in behalf of the transportation industry.

MARSHAL JOHNNY GETS HIS MEN

GN Passenger Train Schedule Changes

The following Great Northern trains, Nos. 31 and 32, the westbound and eastbound Empire Builder, and trains Nos. 3 and 4, the westbound and eastbound Western Star, are now operating on the following daily schedules between points indicated:

Train No. 31 Westbound Empire Builder			Train No. 32 Eastbound Empire Builder	
3:47 AM	Ar.	New Rockford	Lv.	11:03 PM
3:49 AM	Lv.	New Rockford	Ar.	10:58 PM
5:26 AM	Ar.	Minot	Lv.	9:10 PM
5:35 AM	Lv.	Minot	Ar.	8:55 PM
7:57 AM (CST)	Ar.	Williston	Lv.	6:30 PM (CST)
7:12 AM (MST)	Lv.	Williston	Ar.	5:20 PM (MST)

Train No. 3 Westbound Western Star			Train No. 4 Eastbound Western Star	
7:30 PM	Ar.	Minot	Lv.	11:30 AM
8:00 PM	Lv.	Minot	Ar.	11:05 AM
9:05 PM	Lv.	Stanley	Lv.	10:02 AM
9:36 PM	Lv.	Tioga	Lv.	9:30 AM
c 9:49 PM	Lv.	Ray	Lv.	c 9:15 AM
10:20 PM (CST)	Ar.	Williston	Lv.	8:40 AM (CST)
9:39 PM (MST)	Lv.	Williston	Ar.	7:30 AM (MST)

c—conditional stop

Nordco Doors Loaded for Twin Cities

Practical and decorative louvered doors manufactured by the E.A. Nord Company of Everett, Washington, are becoming nationally known as the trend toward the colonial theme in entrance doors becomes more popular.

Workmen above are shown loading the first shipment of Nordco doors and shutters for the Twin Cities market. In the foreground are diamond light and louvered doors.

The interest in traditional styling has been spreading from Los Angeles across the nation. The Nordco diamond light, cross-buck framed door is a winner in this market.

The Nord Company, founded in 1924, and converted into stock door production in 1946, is undertaking its third post-war plant expansion.

When a 50,000 square-foot addition is completed, the in-the-plant loading dock will accommodate 10 Great Northern Railway cars instead of the present six.

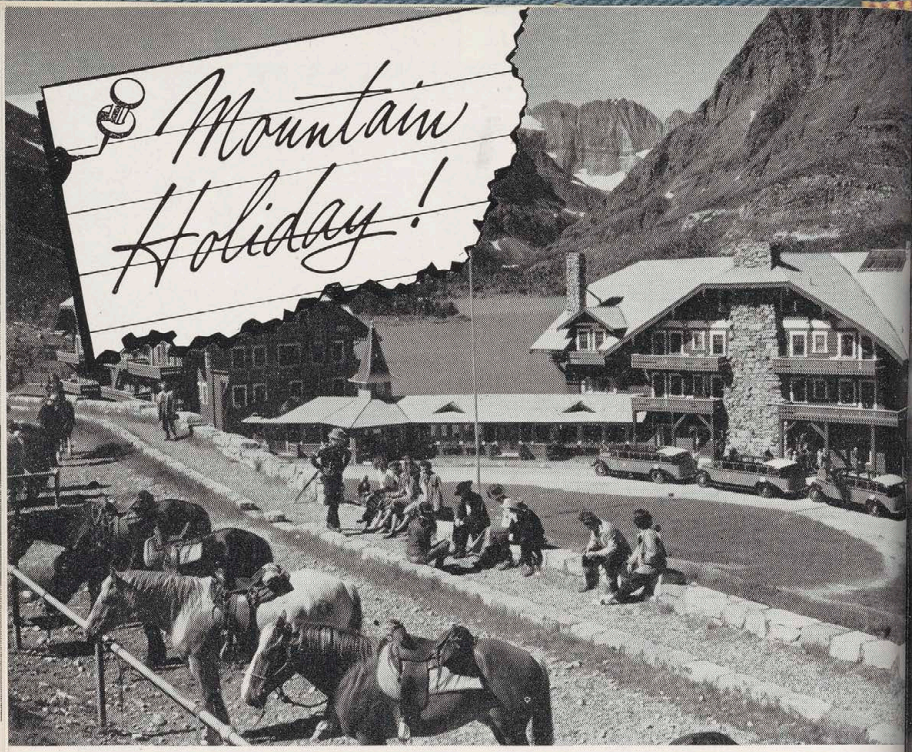
Eric Nord, founder of Nordco, spearheads the growing company. Its growth resulted from strict quality control in fir and hemlock doors suitable for any climate.

J. A. Krieg Dies

J. A. Krieg, retired city passenger and ticket agent, Helena, Montana, died March 17 in the U.S. Veterans' Hospital, Fort Harrison, Montana.

Mr. Krieg joined the GN as a stenographer-clerk on Jan. 1, 1924, in the office of the assistant general freight and passenger agent's office in Helena. On Oct. 1, 1939, he became city passenger and ticket agent in Helena.

Mr. Krieg retired on Dec. 31, 1954.



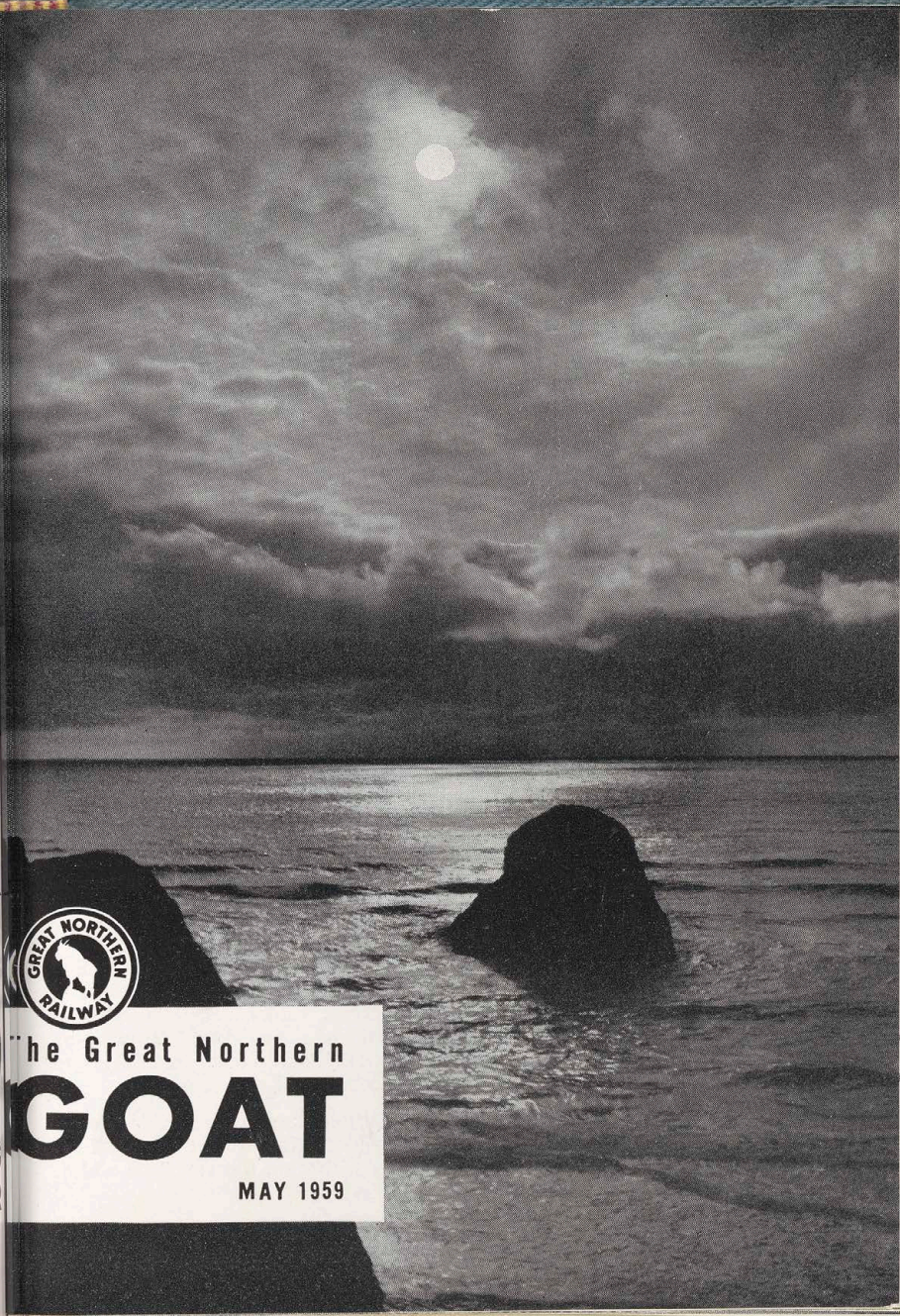
GLACIER

NATIONAL PARK IN THE MONTANA ROCKIES

Next summer spend a cool vacation in wondrous Glacier. Hiking, riding, fishing, golf; majestic scenery. Lofty, snow-splashed peaks, ancient glaciers, plunging waterfalls. Fine hotels, superb food.

GREAT NORTHERN RAILWAY

GO DIRECT—GREAT NORTHERN'S STREAMLINED WESTERN STAR



GREAT NORTHERN RAILWAY

The Great Northern GOAT

MAY 1959

The Great Northern GOAT

Vol. 29 May, 1959 No. 5

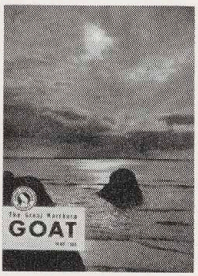
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, 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



Cannon Beach, Oregon, is an ocean resort south of Seaside, where a cannon was washed ashore from the American sloop, The Shark, wrecked in 1846 at the mouth of the Columbia River.

Your Railroads

Senator Olin D. Johnston of South Carolina recently paid tribute to the railroad industry and his speech was entered in the Congressional Record.

The senator said, in his opinion, one of the most vital of the industries today is the railroads.

"To neglect this segment of our economic system would indeed have dire and far-reaching consequences," he added.

Citing the passage of the Transportation Act of 1958 as a start in alleviating some of the problems facing the industry, he added:

"We must, however, continue to look for a complete solution to the still present problems of discriminatory regulation, subsidization and excessive taxation—all of which still plague this great industry."

He added that more than 1 billion dollars is paid by the industry in a normal year in the form of taxes which help the states build and maintain our schools and other important projects.

Why are the railroads in such serious trouble today, he asked. The answer is fairly simple, he answered. The cause is grossly discriminatory governmental policies and practices.

He urged that when transportation legislation comes before Congress, members consider such legislation in the light of the railroads' far-reaching essentiality and great importance to the economy of our country.

"Railroads are indispensable. America cannot afford to let this vital industry wither on the vine," he added.

Spokane Lilac Festival Bids To Youth, Fun

"Springtime" is the theme of the 20th annual Spokane Lilac Festival, a gala, nine-day celebration held in the "Lilac Center of the West" May 9 through 17.

The big floral event traditionally is Spokane's occasion to roll out the welcome mat to thousands of area residents who visit the city for the many and varied functions of the festival.

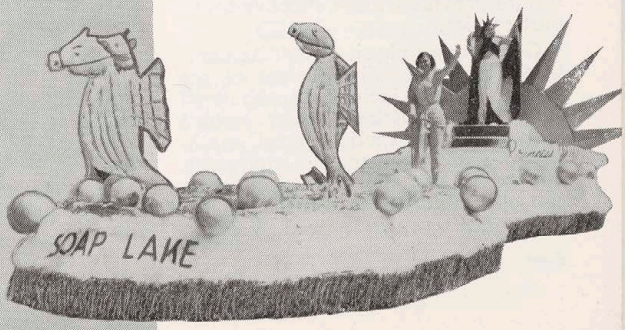
Homage again is being paid to youth, beauty and fun.

This year's festival opens with the Junior Lilac Parade on May 9, and will wind up in a blaze of glory in the annual Spokane Lilac Festival-Armed Forces day parade on the following Saturday.

New to the festival this year will be a Lilac Queen coronation pageant and student dance on May 9 to be held in the Spokane Coliseum and the Lilac Festival Formal ball the same hour at the Davenport hotel.

This year's queen will be selected from the festival's royal court—eight lovely girls, each representing one of the city's eight high schools.

Thousands line Spokane streets for the 1958 Lilac Festival-Armed Forces Day parade at left. Below is a float entered by Soap Lake, Wash.



Postwar Rail Progress Cited By John M. Budd

While progress and self-reliance continue to be characteristic of the nation's railways, "we are old-fashioned enough to believe that the public feels we deserve fair treatment, and will insist that we get it," John M. Budd, Great Northern president, told a luncheon meeting of the St. Paul Minn., Midway Civic Club.

Mr. Budd cited a list of innovations and improvements in equipment, services and techniques introduced by the railways since World War II "to prove that railway management has been thinking and acting progressively to keep the industry attuned to the nation's industrial growth and the challenges of competition."

The GN president spotlighted the diesel-electric locomotive as the No. 1 and most spectacular symbol of railway progress in the postwar period.

He said that GN, completely dieselized since the end of 1957, has invested approximately $97½ million in its fleet of 656 diesel units. Freight equipment improvements have made the modern boxcar greatly superior to that of 20 years ago, Mr. Budd added.

Freight services have changed more radically than passenger operations in the postwar era, with much faster schedules and better coordination between railways, he said. He added many railways, including GN, have established market research departments to study shipper requirements toward providing more effective transport service.

Other major physical improvements to the national railway plant of the past 15 years include "pushbutton" freight classification yards, welded rail, centralized traffic control, mechanized track maintenance equipment, train-to-train radio communications and electronic data processing of paper work.

"The railway story of today has another chapter," said Mr. Budd. "Although the Transportation act of 1958 cleared away many of our apprehensions as to the industry's future, we must look to Congress and state legislative bodies for further remedial action against inequities if the industry is to attain the desirable degree of economic health.

"Not all of our difficulties stem from laws and regulations, however," he continued. "The industry itself is responsible for some of its labor problems. It is estimated that featherbedding—pay for work not performed—costs the users of rail services more than $500 million annually. We are willing to pay well for the day's work and to provide equitable working rules, but pay for work not done must be eliminated."

GN's Griffin Anderson Honored by Scott Co.

Mr. Anderson

A Great Northern agent who saw his town grow into one of the nation's leading pulp and paper centers was honored recently by the Scott Paper Company for his contribution to the industry's growth.

Griffin Anderson, who in February completed 49 years of service with the GN—all of them on the Cascade division—was guest of honor at a testimonial luncheon given by Scott Paper in the company's Everett plant.

Also in attendance were GN people from Seattle and Everett.

Mr. Anderson's last 22 years of service were at Everett, 10 of them as agent.

Finalists of the Great Northern Railway scholarship competition are shown with Great Northern personnel. From the left are Patrick T. Cowan, Superior, Wis., an alternate; Gary L. McFarlen, Stanley, N. D., a winner; Douglas J. Sjoberg, Seattle, Wash., an alternate; Jerry K. Larson, Willmar, Minn., a winner; James R. Doyle, Colfax, N. D.; Stanford V. Buckland, Whitefish, Mont.; Thomas P. Schwartzbauer, St. Paul, Minn., a winner; Dennis W. Blick, Everett, Wash.; William P. Bakken, Heimdal, N. D.; C. A. Pearson, vice president-personnel of the GN, and C. M. Illg, labor relations assistant of the GN.

3 GN Scholarship Winners Named

The Great Northern Railway recently named three high school students as winners of $3,000 scholarships.

They are Thomas P. Schwartzbauer, 17, son of Mr. and Mrs. Bernard Schwartzbauer, St. Paul, Minn.; Jerry K. Larson, 17, of Willmar, son of Mrs. Gladys Larson, and Gary L. McFarlen, 17, of Stanley, N. D., son of Mr. and Mrs. Roy McFarlen, now of Minot, N. D.

The scholarships, valued at $750 per year for four years, are awarded annually by the GN to sons of its employes. Winners also receive summertime employment on the railway during their college careers.

The nine scholarship finalists were interviewed by the railway's Scholarship Selections Committee comprised of leaders in business, education and labor.

The youths resided in the St. Paul Athletic club while in the city as guests of the railway.

J. W. Corson Named Glacier Naturalist

James W. Corson, 35, former Ranger at Mt. McKinley National Park in Alaska, has been named Glacier National Park naturalist to succeed T. Homer Black.

Mr. Black will leave on June 1 for Washington, D.C., where he will become program analyst for the National Park Service.

Homemakers Tour St. Paul

Norman and Marshall county Minnesota Homemakers enjoyed a two-day tour of the Twin Cities recently traveling via Great Northern's Winnipeg Limited.

The group, shown above in St. Paul's Como Park Conservatory, were among 10 Homemaker organizations from North Dakota and Minnesota who visited the Twin Cities.

The women enjoyed such productions as the Ice Follies; toured St. Paul industrial plants; shopped in Twin Cities stores and visited friends.

Among the 610 participants were residents from Williston, Minot, Devils Lake, Lakota, Park River-Cavalier, Rugby-New Rockford, Fargo and Hillsboro, all in North Dakota, and Ada-Warren and Duluth, Minnesota.

One of the originators of the Homemaker tours is Miss Eulalie Allen of Minot, N. D., a home extension agent who was instrumental in starting the first tour nine years ago.

Trains 35, 36 Discontinued

Trains 35 and 36 between Duluth and Grand Forks are discontinued.

Central Greyhound Lines will honor Great Northern Railway tickets on buses to or from the stations on schedules between Duluth and Bemidji.

The Triangle Transportation Company will honor GN tickets to or from stations between Bemidji and Grand Forks, and Northwest Trails, Inc., between St. Hilaire and Red Lake Falls and Thief River Falls and Fargo.

Sculptor and curator, John B. Weaver, left, of the Historical Society of Montana, studies the scale-model statue of Charles Russell with Gov. J. Hugo Aronson of Montana. The completed work is shown at right. Historical Society of Montana Photos.

Russell Bronze In Washington

After a 30-year controversy, a sculpture of famed Charles M. Russell, the Cowboy Artist of Montana, was placed in one of the two niches allotted to the state of Montana in Statuary Hall, the Smithsonian Institution, Washington, D.C.

Charles Russell died in October, 1926, and in early 1929, the Montana Legislature sent a memorial to Congress asking the federal government accept a bronze statue of Russell.

An open competition was held nearly 30 years ago but Mrs. Nancy Russell, the artist's widow, then living in California, protested the commission's choice. Charles Beil of Banff, Alberta, Canada, an artist and sculptor who had known Russell, also protested.

The project languished, but in 1949, after Mrs. Russell's death, interest in a new competition revived. The competition was held in 1957.

A model submitted by John B. Weaver, curator of the Montana Historical Museum in Helena, was selected. It was cast in bronze.

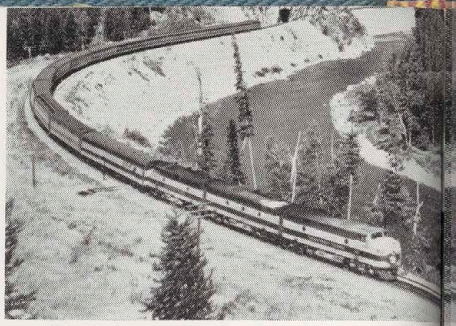
It shows a standing Russell, his palette on his left arm, a paintbrush in his right hand. He is wearing his "half-breed" sash.

A collection of Russell works in the Historical Society of Montana is valued at more than $500,000.

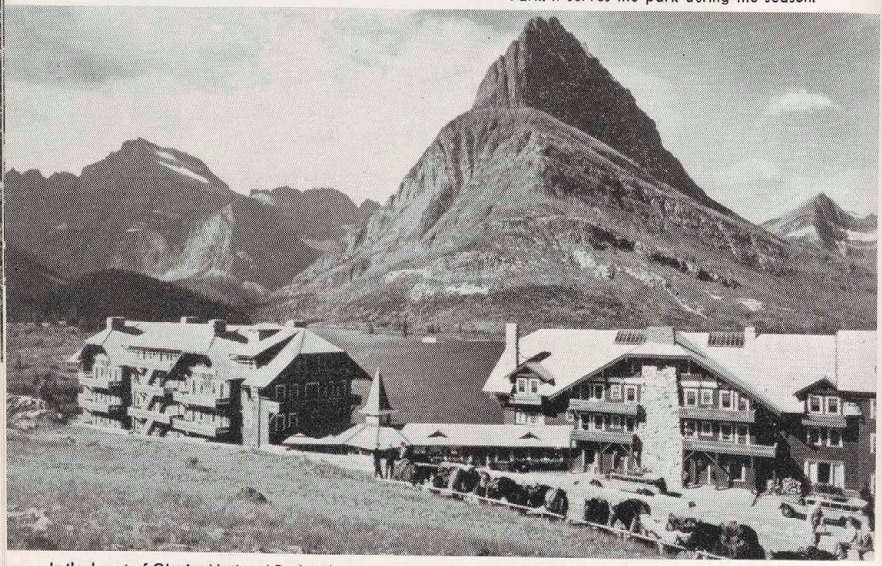
A gallery of the master's works was opened in Great Falls, Montana, in 1954.

IT'S FABULOUS! GLACIER PARK

Heart of a Western Vacation Paradise



The Great Northern Streamliner, The Western Star, moves along the middle fork of the Flathead River near Belton, the western rail entrance to Glacier National Park. It serves the park during the season.



In the heart of Glacier National Park is the Many Glacier Hotel on Swiftcurrent Lake. Large passenger launches ply the blue waters and excellent trails radiate from the hotel, assuring vacation fun.

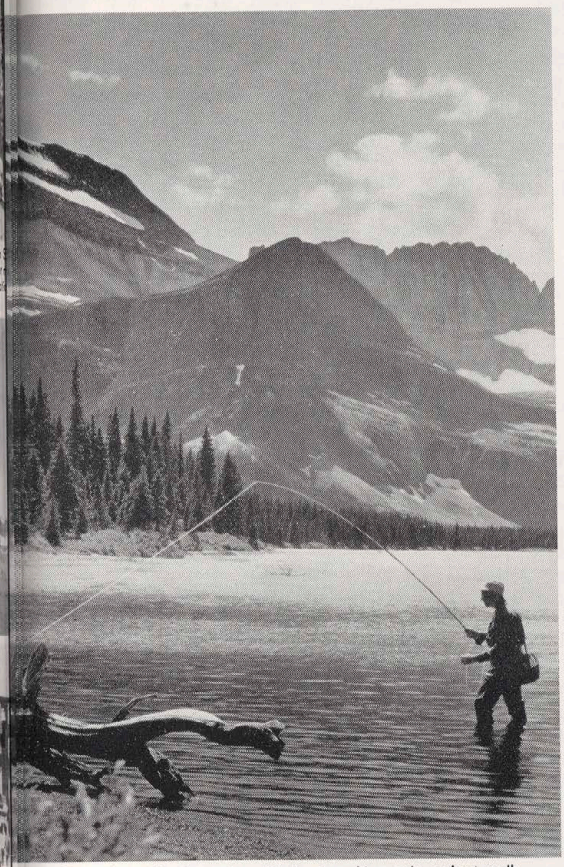
Glorious Glacier National Park in the Montana Rockies presents one of the most varied vacation packages in the West.

The essential factors of an enjoyable and entertaining vacation are the diversified activities and scenery the vacation spot affords.

Nothing compares to Glacier!

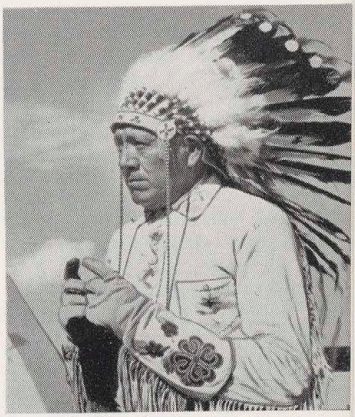
Where else can you see mountain scenery, "living" glaciers, emerald-green lakes and native fauna and flora in the space of a few miles?

But a Glacier National Park vacation is not restricted to the natural beauties of Mother Nature. There are



Trout abound in the waters of Lake Josephine, only a short walk from the Many Glacier Hotel. Countless streams and the park's 200 lakes are a haven for the angler who needs no license in the park.

An old-timer in the Park, who believes in roughing it, enjoys frying his own catch. Open cooking is fun and especially delicious.



Chief Lone Running Wolf of the Blackfeet Indians in Glacier National Park demonstrates sign language to visitors.

the man-made diversions that cap a fun vacation.

These include such varied activities as swimming, boating, hiking, golf, tennis, fishing and camping.

There is plenty of fun in the sun, but when the day is done, activities don't cease. Dancing, cocktails, park naturalist lectures, musical varieties, movies, and cards are but few of the night functions.

Incomparable are the million acres of breath-taking vistas, lakes, mountains, scenic paths and trails, glaciers,

(Concluded on page 10)

rivers and streams that make up the park.

The accommodations in the park are among the best in any park of the United States national park system. There is the Many Glacier Hotel that is surrounded by lakes and glaciers; Glacier Park Lodge which boasts lovely gardens; the Prince of Wales Hotel, an inspiring structure situated on Waterton Lake; the Lake McDonald Hotel, nestled among towering pines on the shore of beautiful Lake McDonald; the Swiftcurrent Motel and Cabins near Swiftcurrent Lake, and the Rising Sun Motel and Cabins located seven miles west of St. Mary Lake on Going-to-the-Sun Road.

Hundreds of miles of fine roads and more than 1,000 miles of well-kept foot and saddle trails lure the nature-lover and outdoor enthusiast.

Ranger-naturalists accompany trail-hikers through the picturesque woods country, lakes and glaciers and deliver vivid lectures on the Glacial eras when moving sheets of ice carved the park's beautiful mountains and scoured the valleys leaving plains and lakes.

For the leisurely observer, the open-air motor coach is ideal. Road routing assures the vacationer the best views for observation or photography.

The Great Northern Travel service is offering all-expense Glacier National Park one, two, three and four-day stop-off tours, and five and 10-day vacations. Any stay may be extended.

Great Northern's Streamlined Western Star serves Glacier National Park during the park season, June 15 through Sept. 9. It stops daily at eastern and western park entrances.

Positioned in the Heart of America's Vacationland, Glacier often is the jumping-off point for extended vacations in the Pacific Northwest and South.

Westward from Glacier are the cities of Spokane, Tacoma, Seattle, Everett and other Washington State cities, and Portland, Oregon.

The majestic splendor of the Rockies, the Cascades and the Columbia River valley are visible from the train window. The broad Pacific and the bustling Puget Sound area offer a host of vacation tourist attractions.

Southward from Seattle, are convenient rail connections with California, and the speedy International streamliners make handy connections with Vancouver, B.C.

For more detailed information on Great Northern pre-arranged tours to other vacation spots as the Canadian Rockies, California and Las Vegas, contact your nearest Great Northern representative, or write to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul, 1, Minnesota.

John C. Rill Retires After 48 Years on Lines

John C. Rill, president of the Burlington Refrigerator Express Company, Fruit Growers Express Company and the Western Fruit Express Company resigned his post after serving the railroad industry for 48 years.

He assumed the presidency of the companies on July 1, 1948, after holding several operating department posts with railroads including 38 years with the Pennsylvania Railroad.

Under his direction, the BRE-FGE-WFE pioneered and developed the mechanically equipped refrigerator car which was a boon to the shipment of perishable foods, particularly frozen foods.

John J. Quinn, former vice president and general manager of the car line companies, succeeded Mr. Rill as president. He has been in the railroad service since 1934.

Goat Gaieties

House-Broken

The husband of a woman who recently learned to drive was dismayed upon returning home and seeing the car in the living room.

"How in the world did you land our car in here?" the hubby asked.

"Nothing to it," she replied. "When I got to the kitchen I simply made a left turn."

* * *

Just Dues

"How did the trouble start?" the Judge asked.

"Well, your honor, she asked me to play a round and I didn't know she was a golfer!"

* * *

Money Talks

A Texas GI was playing poker with British soldiers and he drew four aces.

"One pound," said an Englishman on his right.

"Ah don't know how you-all count your money," drawled the Texan, "but ah raise you a ton."

* * *

Lost Love

"Yes, I think I might find you a few odd jobs to do," the housewife told the tramp, "have you ever been offered work before?"

"Only once, Madam," he responded. "And aside from that I've met with nothing but kindness."

Deep Sleep

George had trouble getting to work on time and his boss ordered him to see a doctor who prescribed pills.

He took them, slept soundly and awoke before the alarm.

He strolled into the office at 7:45 a.m. and said to the boss: "I didn't have a bit of trouble getting up this morning."

"You're right," he answered. "But where were you yesterday?"

* * *

Loveless

Sue: "I hear you told Bill yes. Did he happen to mention that he had proposed to me first?"

Lulu: "Well, not exactly, but he did say he did a lot of foolish things before he met me!"

* * *

Another Fling

A famous divorcee was leaving the court and reporters flocked near.

"How do you feel?" one of them asked.

"Like a new man," she replied.

* * *

Same Story

Junior awoke at 1 a.m. and asked his mother to tell him a story.

"Quiet!" she ordered. "Your father will be home soon and you can hear the one he tells me."

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Researchers Hunt Minerals Along Route

The Mineral Research and Development Department of the Great Northern Railway is always looking for new worlds to conquer.

Its mission as part of the Traffic department is to seek out mineral resources in the vast area of 10 states and four Canadian departments served by the GN.

Under the direction of A. J. Haley, the department is charged with gaining all possible knowledge of these resources, often by personal inspection, and studying how and where the resources may be used.

Mineral deposits that may have had little economic value a few years ago may suddenly become important or hold promise for the future because of the constant advances of technology.

The developments of new mineral deposits, or the utilization of a long-known but seemingly unimportant deposit, conceivably could influence future traffic.

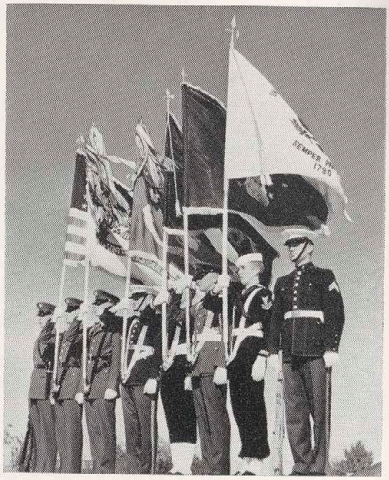
Some of the GN department's efforts that brought quick results are the magnesium plant at Mead, Wash., the Keokuk ferro-alloy plant at Rock Island, Wash., and the Carborundum Company's silicon carbide plant at Vancouver, Wash.

An example of time proving the value of the department's work is the sample of yellowish-green rock from Hamilton, Wash.

The sample sat in the files of a Maryland industry for years, then one day, when this material, olivine, was needed by a refractory brick maker, a call resulted in a shipment of 4,000 tons across the nation.

The department also acts as advisers to the rest of the Traffic department on matters of solicitation, rates, estimates and new industry location. It also assists other departments of the railway in preparing oil and other mineral leases and in tunnel maintenance and locating sources of rip rap or ballast.

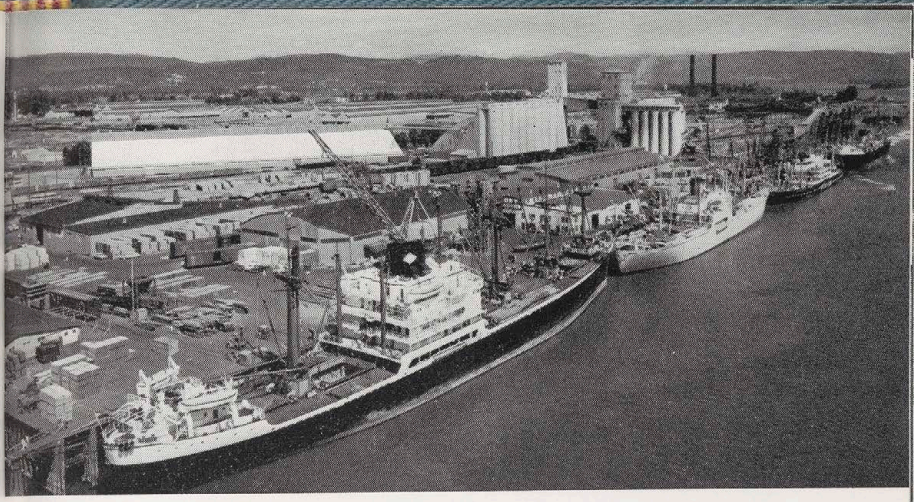
The GOAT will begin a monthly report of the department's research beginning in the June issue. It is hoped the column, based on monthly reports of the department, will help inform readers of the mineral resources along the line and the GN's efforts to develop them.



National Defense Transportation Day on May 15 will serve a dual purpose.

It will display to the American people the vast transportation system of the nation and also underline the necessity in effecting transportation preparedness for national defense of the United States as one of the strongest guarantees of security and peace.

This year—as in the past—it will be a cooperative project supporting and complementing the Armed Forces Week program to be held through May 17.



Longview, Wash., Bustling Pacific Port

One of the bustling ports of the Pacific Northwest is the Port of Longview, Washington, situated on the Columbia River halfway between Portland and the sea.

It is fronted by a turning basin, 2,500 feet wide and 15,000 feet long, with a minimum water depth of 35 feet. No tugs are needed in berthing ships.

Designed to handle anything that may be loaded or unloaded on a railroad car, it makes an ideal terminal for the shipment of machinery and other heavy industrial equipment that usually are assembled in units before shipment. Also featured is ample room for storage and assembly.

The Great Northern Railway which serves the port connects with the Port of Longview terminal. There is no extra switching charge on cars originating from or going out to the main line.

The port has 450,000 square feet of open dock area; 500,000 square feet of open storage; 286,000 square feet of shed space; 6,000 lineal feet in storage and holding, holding capacity for 100 cars and storage capacity for 1,500 cars.

The port development has been expanding with the growing popularity of the port.

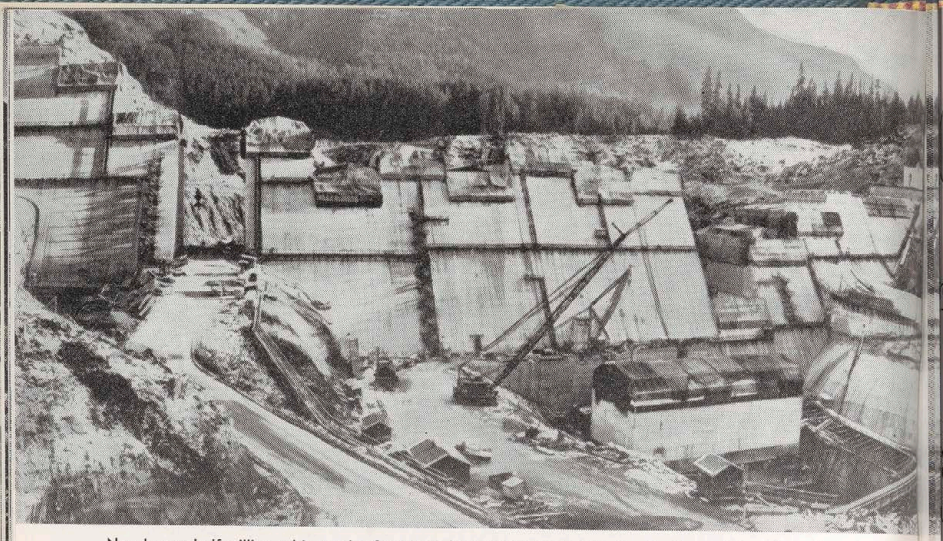
Among the other port facilities are a bulk tallow assembly plant; customs; towboats; steamer service; stevedoring services; marine repair shops; water bunkerage; grain elevators; freight forwarders and customs broker.

The "Port of Personal Service" as it is called, Longview has been either first or second in volume of export wheat for four years although it has only one elevator.

Its list of exports range from machinery to dried beans.

In 1950-51, U.S. Customs collected import duties of $1,723. For the 1957-58 period, duties totaled $2,440,096.

(The Longview story is the first of a series on Pacific Northwest ports. Others will include Bellingham, Seattle and Tacoma, Washington, and Portland, Oregon, and Vancouver, B.C.)



Nearly one-half million cubic yards of concrete have been poured for Puget's Upper Baker River dam which will stand 300 feet high, 200 feet wide at the base and 1,200 feet across at the top. This composite picture shows progress on the dam which will be in operation during 1960.

Upper Baker Dam Rises In West

The Puget Sound Power & Light Company hydroelectric development near Concrete, Washington, is progressing on schedule and is expected to be completed during 1960.

Clearing of the reservoir area behind the dam is nearly completed and the relocation of the Upper Baker Lake Road is almost finished.

Steel framing and the concrete roof have been completed on the powerhouse in which 9,591 cubic yards of concrete and 839,925 pounds of reinforcing steel have been placed.

Nearly one-half million cubic yards of concrete have been poured for the dam which will stand 300 feet high, 200 feet wide at the base and 1,200 feet across at the top. It will weigh 1,200,000 tons.

New fish-handling facilities and a barrier dam were completed downstream from the Lower Baker dam during 1958. The new installation includes holding, brail and loading ponds in which the fish are collected so they can be transported in special tank trucks to spawning grounds above the Lower and Upper Baker River Dams.

Nearly 16,000 fish were transported past the two dams during 1958. The facilities were built by Puget in cooperation with the Department of Fisheries, State of Washington, from original designs furnished by them.

The addition will add 158,000 kilowatts of new power to Puget's generating capabilities.

Through its own new generation—long-term agreements with Chelan and Grant county public utility districts and other resources—Puget expects to have sufficient power available to meet a projected peak demand of around one million kilowatts in the mid-1960's.

Miss Carol Mills, 17, of Tacoma, Wash., was crowned Queen of the 26th annual Puyallup Valley Daffodil Festival in Sumner, Wash., by Gov. Albert D. Rosellini.

* * *

James E. Lum, Yakima, has been named promotion manager of the Washington State Fruit Commission, filling the vacancy caused by the resignation of W. R. Hoard, who is new promotion manager for the California cling peach advisory board.

* * *

A 65-foot sightseeing tour boat for use on the Columbia River between Portland and Lake Bonneville has been ordered by the Gray Line Sightseeing Co.

The steel-hulled vessel will have seating capacity for 88 persons and space for approximately 25 others in the open-air cockpit.

The $75,000 vessel will be used in conjunction with the firm's sightseeing buses beginning June 15.

* * *

Seattle will host the National Defense Transportation Association 1959 convention Oct. 11-14. Attending will be top military officials in all lines of transportation and representatives of railroads, steamship lines, airlines and trucking firms.

Adolph Rupp of Kentucky, one of basketball's all-time coaching greats, joined the Glacier Park Clinic staff of football and basketball that will be held July 1-2 in the Glacier Park Lodge, East Glacier Park.

* * *

The Pittsburgh Great Northern Railway office is now located in Room 1002 in the Oliver Bldg. It formerly was in room 1808 in the same building.

* * *

The Great Northern Railway general office phone in Edmonton, Alberta, has been changed to GArden 4-4426. It formerly was 4-4426.

* * *

Nathan G. Baker, chief of the safety and fire protection branch of the General Services Administration, Washington, D.C., succeeded Frank L. Ahern as chief safety officer of the National Park Service. Mr. Ahern retired after more than 29 years in federal employment.

* * *

Round-trip steamship service between Vancouver and Victoria once daily will be continued by the Canadian Pacific Railway. The flagship Princess Marguerite will provide stopgap service until the summer tourist schedule starts on May 14.

There will be no night boat and no sailings to Seattle under the extension.

GREAT NORTHERN—GREAT WAY EAST OR WEST

FORM 6009—5-59

PRINTED IN U. S. A.

Great way to please customers...
recommend GREAT NORTHERN'S

Carefree Western Vacations

Thrill-packed Scenic Tours from Chicago

1. CANADA'S JASPER PARK, Columbia Icefield, lovely Lake Louise, Banff, Waterton Lakes Parks and on to wondrous Glacier National Park in the Montana Rockies. See spectacular Many Glacier region, tour thrilling Going-to-the-Sun Road to beautiful Lake McDonald. 13 days. Leave Chicago Sundays, June 28 – August 23. Pullman travel as low as..... **$490.44**

2. EMERALD LAKE, LAKE LOUISE, Columbia Icefield, Banff and Waterton Lakes Parks in Canada; glorious Rocky Mountains of Glacier National Park. See scenic splendors of Many Glacier region, thrilling Logan Pass via Going-to-the-Sun Road to Lake McDonald. 12 days. Leave Chicago Mondays, June 15 – August 24. In Pullmans as low as..... **$469.33**

3. CANADIAN ROCKIES, Pacific Northwest, Glacier National Park. Visit Banff, Lake Louise, Yoho Valley, Vancouver, Victoria, B.C. Cruise Puget Sound. Mt. Rainier National Park, Columbia River. In Glacier Park, tour spectacular Going-to-the-Sun Road. 13 days. Leave Chicago Saturdays, June 13–August 29. In Pullmans as low as..... **$512.42**

4. ECONOMY HOLIDAY VACATION – Glacier National Park in Montana's Rockies: tour spectacular Going-to-the-Sun Road. Pacific Northwest: cruise on Puget Sound to Victoria, Vancouver, B.C. Canadian Rockies: Yoho Valley, Emerald Lake, Banff Springs. 12 fun-packed days. Leave Chicago Sundays, June 14–August 30. In deluxe coaches as low as..... **$317.08**

5. AMERICA'S SWITZERLANDS – Glacier National Park, scenic Columbia River Gorge. Mt. Rainier National Park, cruise on Puget Sound to Victoria, Vancouver, B.C. Emerald Lake, Yoho Valley, lovely Lake Louise and Banff Springs in Canadian Rockies. 14 days of luxury. Leave Chicago Sundays, June 14 – August 23. Two in Pullman bedroom, each..... **$551.52**

6. TOP O' THE WEST – America's best! Prearranged tour of exciting vacationlands: Mississippi Palisades, Columbia River Gorge. Portland, Seattle, Vancouver, Victoria, B.C. Puget Sound cruise, Mt. Rainier Park, Glacier National Park in the Montana Rockies. 13 thrill-packed days. Leave Chicago Mondays, June 22 – August 24. By coach **$323.63**; in Pullmans from.... **$415.15**

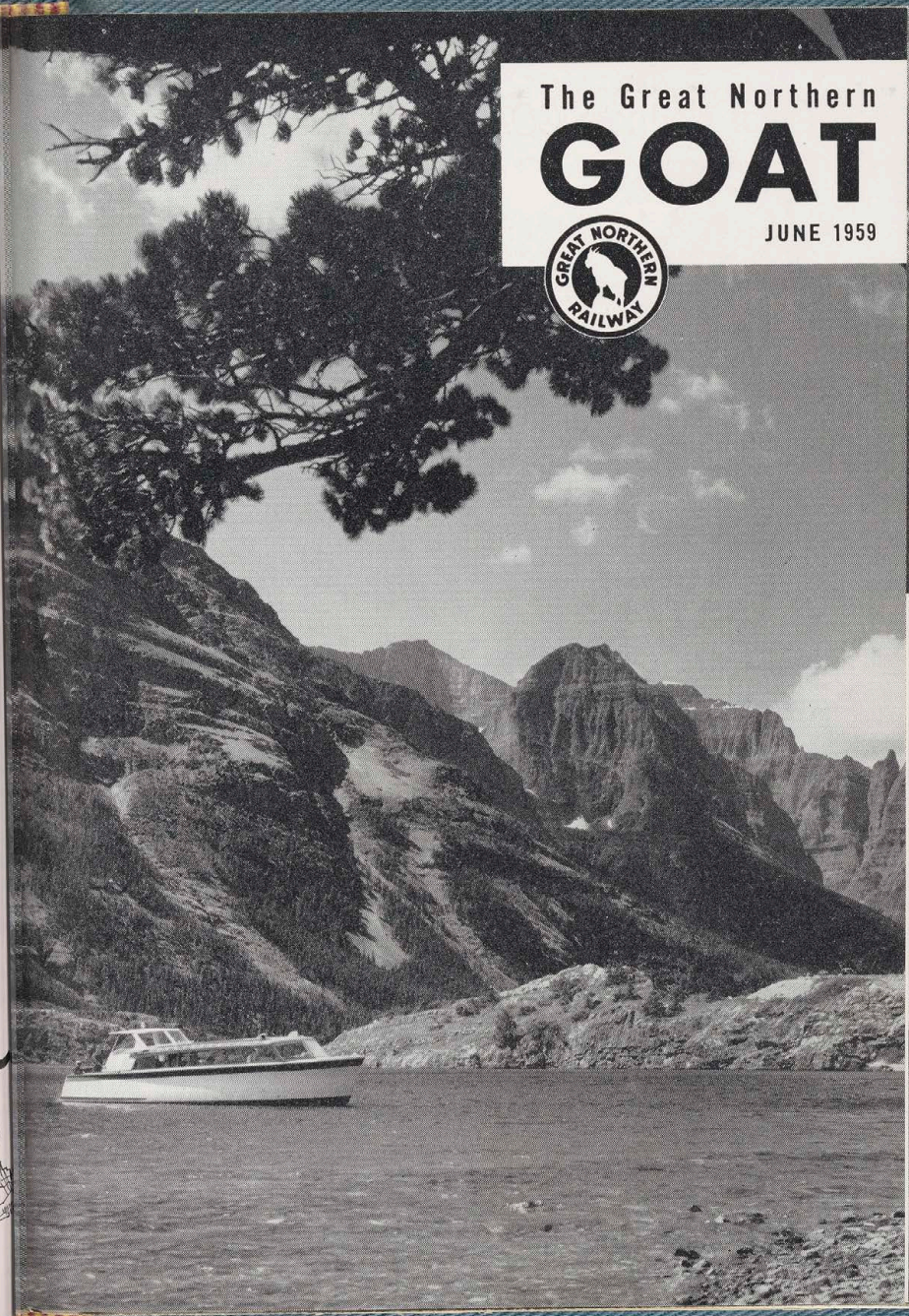
GREAT NORTHERN RAILWAY

It's Great going GREAT NORTHERN
on the streamlined ***WESTERN STAR***

The Great Northern

GOAT

JUNE 1959



The Great Northern GOAT

Vol. 29 June, 1959 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.

DAN MUSCH, Editor

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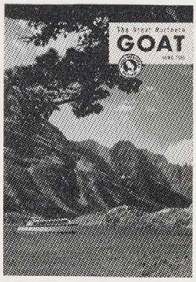
CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Mountain-rimmed St. Mary Lake in Glacier National Park is set in a glacier-carved valley and is 10 miles long and over 400 feet deep.

Your Railroads

Suppose you hired a carpenter and then learned that government policy would let him only use his saw—no hammer, screwdriver or other tools.

Such restrictions on the carpenter are similar to those imposed on United States railroads and explained in a booklet entitled, "One-Package Transportation," which was recently released by the Association of American Railroads.

These restrictions, except in a few instances, ban the railroads and other carriers from using the whole range of transportation tools, including planes, trucks and barges. They thus prevent the carriers from offering a fully coordinated service of maximum public usefulness at minimum cost.

Airplanes, trucks, barges and trains are in reality only "tools" of the transportation trade, the booklet states. If the public is to receive quality at minimum cost, the transportation industry must be free to diversify in the same way as other businesses and use not just one but all or any combination of transportation tools, it continues.

The booklet underscores a longstanding and basic injustice—that of requiring railroads to pay heavy taxes to help build highways, airways and airports and improved waterways for use of their competitors.

If the injustice is to continue, it should not be compounded by denying railroads equal opportunity to use facilities their taxes help to provide, operate and maintain, it continued.

The AAR booklet stated that shippers and other users of for-hire transportation support the proposal to let carriers diversify their operations. Such groups include the National Industrial Traffic League and the U. S. Chamber of Commerce.

Port of Portland Serves The World

Grain and lumber are the two commodities that make up a large portion of exports for the Port of Portland, Ore., World Port on the Pacific.

The history of the growth of the port from a pioneer inland village to a world seaport is closely linked with the development of navigation of the Columbia River and is one of the western commerce stories of the century.

From the days when Clipper ships voyaged around the Horn to the present-day merchant ship, the port has been a thriving business that has been an impetus to city growth.

The key to the port's fate and prosperity became evident in 1956, when the channel entrance from the Pacific Ocean into the Columbia River was deepened to 48 feet insuring safe navigation by deep-draft vessels at all times.

Portland is the natural market place for a vast hinterland including the eastern parts of the states of Oregon, Washington, all Idaho and portions of Wyoming and Nevada.

Today the harbor is served by more than 50 steamship lines serving every nation of the free world with daily sailings. During World War II, the shipyards at Portland made an outstanding contribution to winning the war with nearly 1,200 ocean-going vessels built and loaded there.

During the 1957-1958 season, 1,008 vessels were berthed in Portland. The inbound general cargo handled (including lumber and logs) was

(Concluded on Page 4)

Frank J. Gavin Ends Record GN Service

Mr. Gavin

Frank J. Gavin, 78, has retired as chairman of the board of directors and director of the Great Northern Railway.

The announcement was made on May 14 at the annual stockholders' meeting in the St. Paul headquarters.

Mr. Gavin's rise from officeboy at 16 to his ascendency to the railway's highest position is a story of 62 years with the GN—the longest active career of an officer in the railway's history.

He began his career during the regime of James J. Hill and held a succession of jobs in the operating department until 1936, when he became assistant to the late William P. Kenney, then GN president.

Mr. Gavin was elected president in 1939, and moved up to the chairmanship in 1951, when John M. Budd became chief executive officer of the railway.

Impressive gains were realized during his service with the railway including the 1929 dedication and opening of the 7.79-mile Cascade tunnel; the 1947 maiden run of the Incomparable Empire Builder and the 1956 dedication of Gavin yard in Minot, N. D.

The Prince Edward Island native moved to St. Paul with his family when a boy and on his first payday drew $6.90 for a half-month's work.

PORT OF PORTLAND (Conclusion)

187,832 tons; bulk cargoes included 4,308 tons of petroleum; 23,217 tons of molasses; 33,876 tons of ores and 123,624 tons of ore concentrates for a total of 372,857 tons.

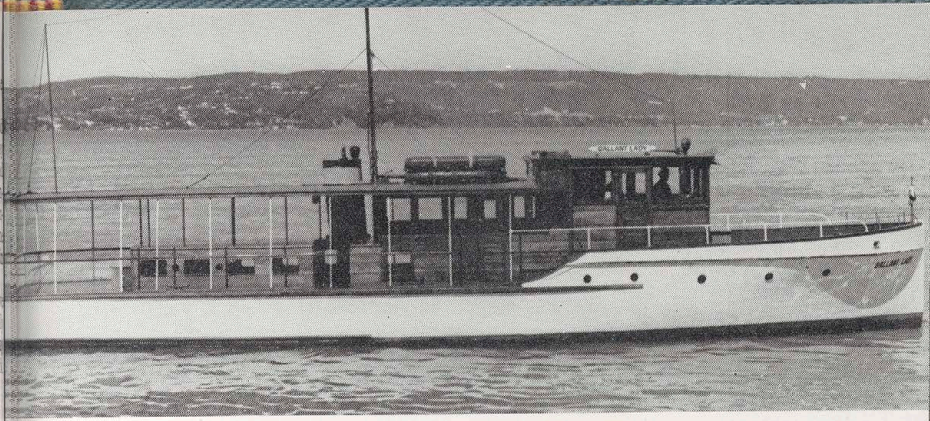
Outbound general cargo was 440,-839 tons; lumber and logs, 111,796 tons, and bulk cargo, 351,575 tons for a total of 904,210 tons. Total inbound and outbound tonnage was 1,277,067.

The Commission of Public Docks made great strides during the past fiscal year in continuing the harbor modernization and expansion program authorized by the voters of Portland in 1954.

A 1.4-acre general cargo transit warehouse was completed and placed in service at Terminal No. 1, Berth 6. The modernization of Terminal No. 2 was completed with the construction of Berth 1, making all three berths available for general cargo activities.

A major improvement at Terminal No. 4 was accomplished at Pier 5, the commission's bulk cargo-loading facility.

The current project which will complete the 1954 program is the construction of a new bulk cargo discharging facility at Terminal 4, Pier 4. It consists of an unloading tower of 900 tons per hour rated capacity, a new pier and the necessary railroad facilities.



The Gallant Lady features spacious accommodations for cruisers.

Cruises Boon To Tacoma Visitors

Spectacular Mount Rainier, the rugged Olympic Mountains and views of Tacoma harbor are few of the sightseeing highlights seen from the Harbor Queen cruise ship that plies Commencement Bay.

For 1½ hours, passengers view naval training vessels (when in port), ocean-going ships or tugs towing vast log booms for paper and lumber mills.

Plywood, electro-chemical, boatbuilding and other types of plants dot the shoreline and are easily seen.

On clear days, the 14,410-foot-high Mount Rainier dominates the skyline to the southeast, while in the northwest, the Olympic Range stands in all its grandeur.

The Harbor Queen operates every afternoon from June 27 through September 7 on the harbor cruise. At 4 p.m. Sundays, she heads around evergreen Point Defiance Park, through the turbulent waters of the narrows and under the Tacoma Narrows Bridge, the third-longest suspension bridge in the world.

The cruise ship, the Gallant Lady, will sail on June 28, July 12 and 19 and August 16 and 23 on seven-day vacation cruises for 16 guests through the American and Canadian San Juan Islands.

Both ships are available for charter cruises on fabulous Puget Sound. Trips begin at the Tacoma Boat Mart, at the Old Tacoma Waterfront.

The Harbor Queen, trim and speedy, is the delight of tourists.

Oil Along Great Northern

(This is the first of a series of articles on the Mineral Research and Development Department of the Great Northern Railway.)

The Great Northern Railway serves many of the important oil-producing areas in North Dakota and Montana —areas which produced about 20 million barrels of oil in 1958.

Prospects for development hold greater promise than at any time in the past, and present proven reserves amount to more than twice as much as all proven production.

The Williston Basin discovery in 1951 may prove to be one of the most important in our national history. The first well on the United States side was discovered a short distance from Tioga, N. D., a main line point of the GN.

It was followed by discovery of oil near Poplar, Mont. These two areas now have over 1,000 producing wells, with production of about 50,000 barrels a day.

The Williston Basin is saucer-shaped and covers about 150,000 square miles of North and South Dakota, Saskatchewan and Manitoba. The GN bisects the Williston Basin, entering it from the east at about Devils Lake and leaving it near Glasgow, Mont.

The GN enjoyed considerable inbound movement of pipe, cement, acid, chemicals and steel products through this development. Outbound movement of crude oil became more than 1,900 cars a month from Tioga and 1,200 a month from Poplar.

While these movements were discontinued with the advent of a pipeline, new fields in North Dakota and Montana counties bordering on Canada increased GN outbound crude movement to nearly 1,000 cars a month.

The Great Northern has had studies under way for some time to develop the economics of constructing a crude oil pipeline from North Dakota to Minnesota, and thus assure itself of continued crude oil movement.

The Williston Basin has 13 or more formations that produced oil, millions of untested acres and reserves on the United States side alone of nearly a billion barrels of oil.

Museum Ground-Breaking, Pershing Dedication Held

The formal ground-breaking for the National Railroad Museum and dedication of the "General Pershing" Locomotive were held May 30 at Green Bay, Wisconsin.

In attendance were official representatives of the President of the United States, the Army Transportation Corps, the Military Railroad Service Veterans, the Ambassador from Korea, Wisconsin senators and congressmen, the governor of Wisconsin and presidents of the American Short Line Railroad Association, the American Association of Railroads, the Association of Western Railroads and other guests.

The General Pershing is the only steam locomotive left that was built for World War I. It also was used during World War II and the Korean conflict and was donated by the Republic of South Korea.

A citation from the president of the United States was placed on the historic locomotive.

The ground-breaking ceremony was the culmination of a dream started many years ago—the preservation of the story of steam railroading.

It was the dream of the late General Carl R. Gray, Jr., who was in charge of military transportation in the Western Theatre of War in World War II.

The museum is a reality and resulted in the acquisition of the neces-

(Concluded on Page 7)

Checking an order of coil sheet being loaded at Trentwood in GN's aluminum-roofed boxcar are W. V. Tefft, traffic superintendent, at left, and A. G. Nelson, shipping superintendent, right. Driver of the fork lift truck is Ray Blakesley.

GN Aluminum-Topped Boxcar

The Great Northern Railway's first boxcar to be roofed with aluminum recently was completed at the GN's Saint Cloud, Minn., shops.

Fabricated from aluminum sheet rolled at the Trentwood Works by Standard Railway Equipment Manufacturing Company of Chicago, it is shown above at the Kaiser Aluminum & Chemical Corporation's loading dock at Trentwood Works (near Spokane, Wash.).

The use of corrosion-resistance aluminum makes the roof virtually maintenance free, manufacturing company officials said.

Over-all roof weight is reduced by nearly two-thirds or approximately 700 pounds versus the 1,900 pounds for the conventional steel roof, they added.

MUSEUM—Conclusion

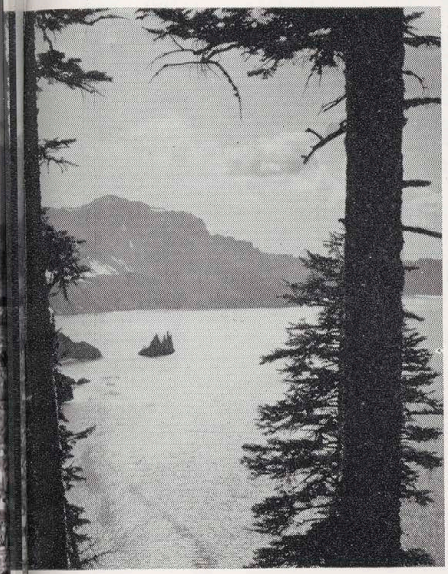
sary land and a number of historic steam locomotives including the original collection of historical railroad items of Mr. Gray.

The Railroad Museum park will be operated by the Wisconsin State Historical Society. Construction of the necessary physical facilities is being undertaken by a non-profit museum corporation with headquarters in Green Bay.

It will be an educational museum as well as an outstanding tourist attraction.

OREGON CENTENNIAL BLENDS

NGOLD WITH LOOK INTO FUTURE



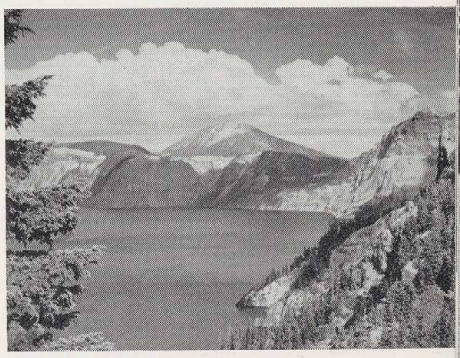
Crater Lake reflects the brilliant sunshine as the Phantom Ship, center, a lava formation, stands out prominently.

The pioneering spirit was rekindled in Oregon as seven covered wagons arrived in Independence after riding the Oregon trail from Independence, Missouri, marking the Centennial anniversary of Oregon.

The prairie schooners' journey was but one of the many activities of Oregon's giant birthday party that will continue through September 17.

From the scenically-sensational coastline, through the wheat and cattle country to the farthermost rugged mountains, Oregonians are living in the great tradition of the West.

(Concluded on page 10)



Cloud-shrouded Mount Scott serves as a towering watchdog over Crater Lake, Oregon's only national park.

Fine snow conditions above Timberline Lodge on Oregon's Mount Hood provides fun for the family as shown above. Water-skiing in the shadow of Mount McLoughlin shown below, is a favorite sport at Lake of the Woods.

← The Metropolis of Portland spreads out over a large area against a snowy background of Mount Hood.

Glacier Hotels Complete Improvement Program

The Glacier Park Company is concluding a three-year, 2-million-dollar improvement program in Glacier National Park.

Owned by the Great Northern, the hostelries are operated for the railway by the Glacier Park Company. They will open June 15.

Kitchen modernization dominates the physical changes in Glacier's six hotels and motor inns since last season.

Among other improvements are better convention facilities in the Glacier Park Lodge; a new cocktail lounge and gift shop at the Lake McDonald Hotel, and a new sprinkler system and a meeting room in the Prince of Wales Hotel in Waterton Lakes Park, Alberta, Canada.

CENTENNIAL—Conclusion

More than 8 million persons are expected to attend the Centennial Exposition site in Portland—65 acres of activity with an 11-acre pavilion as its heart.

Of these, 18 acres have been turned into Adventureland, combining historical displays with glimpses into the future.

An exhibit of atomic energy never before seen in its entirety shares attention with a pioneer village in operation and a recreation of the village in which Lewis and Clark wintered on the Oregon Coast.

A logging train salvaged from the past carries visitors around the area while a sawmill cuts timber into lumber.

Another 10 acres are devoted to the International Garden of Tomorrow which will give gardeners a preview of newly-developed flowers from all over the world.

Exhibits and features of the Exposition promise a new high in a variety of interests. Among them are a $250,000 Oregon Forest Products Pavilion. Attracting the homecomer is the House of Tomorrow featuring the latest in construction, gadgets and furnishings.

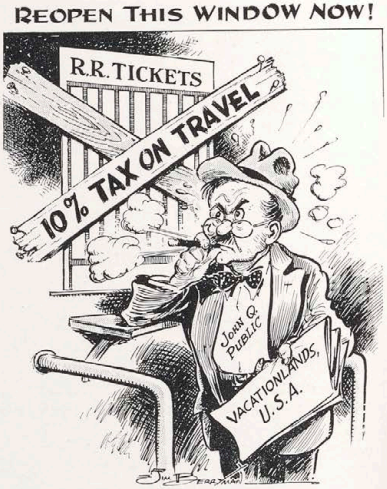
Spectacular professional entertainment is billed throughout the Exposition as well as spectacles with an authentic Western flavor.

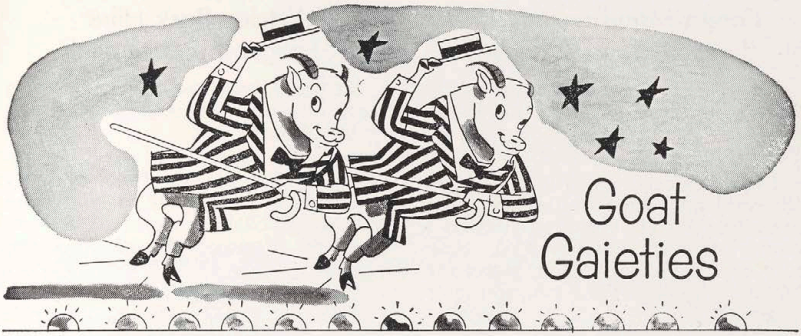
Every leading country in the world sent exhibits of great value ranging from textiles and ceramics to machinery and toys.

Oregon's towns and cities have arranged attractions for guests. These include dances, fish fries, cattle drives, gold panning, historical pageants, boat trips, scenic drives, fishing excursions and others.

Oregon—that four-dimensional wonderland of seashores, mountains, inland waters and woods—is expected to enthrall Centennial visitors and lure them into prolonging vacations in order to enjoy the outdoor recreation in the state.

Great Northern Railway streamliners, the incomparable Empire Builder and the Western Star, serve Portland, Oregon, and many other western vacation areas.





Goat Gaieties

Self-Care

The beautiful blonde strolled into the psychiatrist's office and he swept her into his arms and kissed her.

"Now that takes care of my problem, what's yours? he asked.

* * *

Food for Thought

Urchin: "A quarter's worth of potatoes with eyes, please."

Grocer: "Why with eyes?"

Urchin: "Ma says they got to see us through the rest of the week."

* * *

On Your Mark

A business school teacher was quizzing her class of stenographers.

"What is the first thing you do when your employer buzzes?"

A hand shot up quickly: "You pick up your notebook and pencil and answer that buzzard promptly."

* * *

Barren Dome

"Father, do you keep growing taller?"

"No, sonny. Why do you ask?"

"Because the top of your head is poking through your hair."

* * *

Last Word

The playful, middle-aged wolf sidled up to the brunette. "Where have you been all my life?" he asked.

She looked at him cooly and replied: "Well, for the first half of it, I wasn't born!"

Hi Ho, Silver!

A Montana lad rushed home from kindergarten and insisted his mother buy him a set of pistols, holsters and gun belt.

"Why, whatever for, dear?" she asked. "You're not going to tell me you need them for school?"

"Yes, I do," he asserted. "Teacher said tomorrow she's going to teach us to draw."

* * *

Ups And Downs

An elevator operator had a rather hectic day and her patience was strained.

"What would happen if the cables broke—would we go up or down?" A lady called out.

Madam," the operator sighed, "that would depend entirely on what kind of life you've led."

* * *

Wrong Channel

The besotted one staggered from deck to stateroom, sat down and peered through the porthole the entire afternoon. Finally he got up, turned his back, and mumbled, "What a lousy television show."

* * *

Save Money The Easy Way

One way for a man to keep his head above water is to keep out of expensive dives.

GREAT NORTHERN—SWIFT, SAFE, SURE

Fargo-Moorhead Traffic Club Elects T. H. Green

T. H. Green, general agent of the Great Northern Railway at Fargo, N. D., was elected president of the Fargo-Moorhead Traffic Club.

Other officers are Joe L. Yager, Buckingham Transportation, Inc., vice president; W. H. Wenner, Chicago & North Western Railway Co., secretary, and R. C. Harrington, Merchants National Bank & Trust Co., treasurer.

Seattle-Area Grads Take Trains, Cruises

Novel graduation presents were experienced by some Seattle-area students in late May and early June as they boarded Great Northern Railway trains for water excursions.

The chaperoned outings were arranged by parent or PTA groups at Franklin, Ballard, West Seattle, and Queen Anne in Seattle and Shoreline and Edmonds.

Students boarded the trains after the senior prom or commencement exercises and others left in the late-morning hours.

Typical trips were train rides to Anacortes where students boarded the ferry boat Evergreen State for a five-hour cruise during which they watched the sun rise over the San Juans.

Dancing was held in the baggage car and aboard the ferry and some enjoyed midnight suppers on the train and catered breakfasts on the Sound.

A locomotive, six coaches and two baggage cars were used for all the graduate trips.

Costs ranged from $3.50 to $10 a pupil—some students received the fee as graduation presents from their parents.

Glacier Park Hike Program Expanded

Nature lovers and hikers will get more attention this season in Glacier National Park.

Francis Elmore, chief park naturalist, said that in late June or early July, nature walks will be held from the Many Glacier Hotel to Iceberg Lake on Mondays, Wednesdays and Fridays.

The six-mile hike to a lake on the Continental Divide permits hikers to view small icebergs that float on the surface.

Hikes to Sperry Chalet and Glacier will be held on Mondays, Wednesdays and Fridays instead of only twice weekly, and the Logan Pass outing along the highline trail on the Garden Wall toward Granite Park Chalets will be held daily.

Also planned is an evening talk once weekly at Glacier Park Lodge.

Hall Named Assistant To Dining Car Superintendent

Richard D. Hall has been appointed assistant to the superintendent of dining cars, in charge of porter-waiter instruction for the Great Northern Railway, a newly-created position.

His headquarters is the GN's commissary in St. Paul.

Mr. Hall joined the GN as a dining car waiter in 1941. He served in the European Theater of War during World War II, and was honorably discharged as first sergeant with the 574th Ordnance Ammunition Battalion.

After returning to the GN, he was promoted to porter-in-charge in 1951, and for most of the time since then held that post in the buffet-coach car on the Streamlined Red River, operated between the Twin Cities and Grand Forks, N. D.

Thousands of fragrant roses make up the train float, above, which was one of many mobile floral displays at a recent festival. A bevy of beauties, left, graces another float of roses which perfumes the parade route.

Floral Parade Main Feature Of Portland Rose Festival

Hundreds of thousands of roses are perfuming Portland, Oregon's streets as the City of Roses holds its 51st annual Festival of Roses that is world renowned.

The annual June pageant is staged to honor and celebrate the height of the rose season in the city where roses bloom in more grandeur and profusion than any other place on earth.

The Portland area is alive in its make-believe kingdom of fun and enjoyment. Ships of the United States Navy are in port and there are thrilling water sports and an international ski race, parades, pageantry and other entertainment.

The Grand Floral Parade, a five-mile wonder of spectacular beauty, depicts one of the 51 Golden years of the festivity. *(Concluded on Page 14)*

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Rep. Harris Presented Transportation Award

Rep. Oren Harris of Arkansas was presented the Washington Chapter Distinguished Service Award of the National Defense Transportation Association at a dinner in Washington, D.C., on March 26.

The award read:

"In recognition of his judicious service rendered in the Congress of the United States to further the development of a strong and effective national transportation system. March 26, 1959, Washington, D.C."

Rep. Harris is chairman of the Committee on Interstate and Foreign Commerce of the House.

The dinner was attended by 500 civil, government and military transportation and traffic officials from all segments of the transportation field.

ROSE FESTIVAL—Conclusion

A feature of the 51st anniversary festival covers 13 city park blocks in the center of beautiful Portland with outdoor barbecues, a midway designed for young and old alike, art festivals, travel shows, free outdoor concerts, street dancing and other activities.

The new Queen of the Rosaria will be chosen from a bevy of beauties. She rules the festival and is the center of attraction.

Her domain is the roseland community where residents specialize in raising the gorgeous blooms that are fast becoming America's favorite flower.

C. M. Wagoner, Former Travel Editor, Dies

Charles M. Wagoner, former Sunday and travel editor of the Detroit Times and one of the founders of the Midwest Travel Writers Association, died of a heart attack in his Surfside, Fla., home.

Beginning his newspaper career as a cub reporter on a small town daily, Mr. Wagoner held many positions on metropolitan dailies and upon retirement was director of the Detroit Times financial department.

His travels occasionally took him to Glacier National Park which he extolled in his articles.

K.C. Passenger Agents Elect Davis President

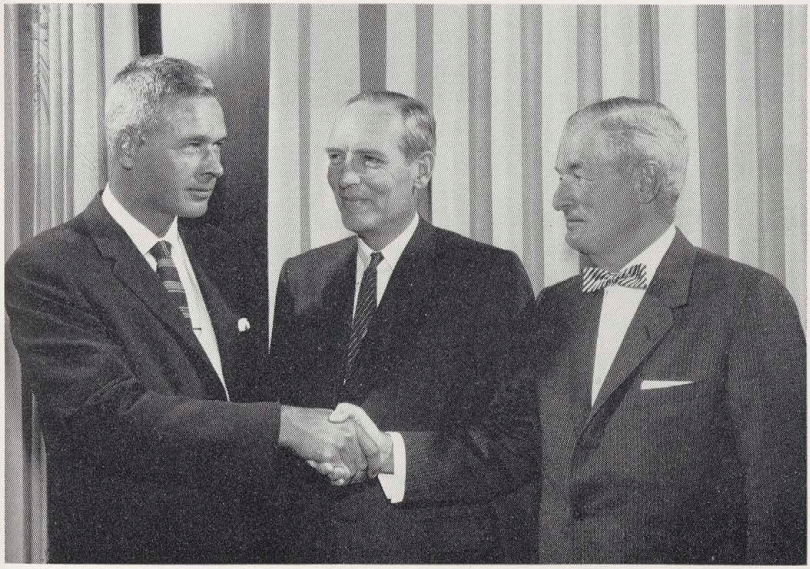
John W. Davis of the St. Louis-San Francisco Railway is president of the Kansas City Passenger Agents Association.

Other officers are Eldon V. Smith, Missouri Pacific Railroad, first vice-president; Clyde P. Dicken, Kansas City Terminal, second vice-president, and Edward J. Nick, Grand Trunk-Canadian National Railways, secretary.

Fishing Prospects Good

It will be a good fishing season in eastern Washington State's Okanogan country if advance forecasts hold up.

The lakes in the Okanogan and Methow valleys will yield at least as good catches as last year which was a good year, according to Roy Strickland of Omak, fish biologist.



Lilly Retires, Nason Named GN Director

Concluding 26 years on the directorate of Great Northern Railway, Richard C. Lilly congratulated his successor, Philip H. Nason, at the railway's annual shareholders' meeting in St. Paul, Minn., on May 14.

Left to right above are Mr. Nason, president of the First National Bank of St. Paul, new GN director; John M. Budd, GN president, and Mr. Lilly, a director and former board chairman of the First National Bank.

Baltimore Unit Elects

The Baltimore Passenger Association elected William C. Rogers, Sr., Baltimore & Ohio Railroad, president.

Other officers are W. F. Gossman, Thos. Cook & Son, first vice president; Paul Baker, Pennsylvania Railroad, second vice president; J. Fletcher Gorsuch III, Cunard Steamship Line, secretary; R. B. Bailey, American Express Company, treasurer, and C. B. Porter, Baltimore & Ohio Railroad, historian.

H. E. Trotter Heads St. Louis CPAs

H. E. Trotter of the St. Louis-San Francisco Railway is the newly elected president of the City Passenger Agents' Association of St. Louis.

Completing the officer list are Charles E. Hartman, Missouri Pacific Railroad, vice president; Bill Ferry, Gulf, Mobile & Ohio Railroad, secretary, and F. R. Holloran, Chicago, Milwaukee, St. Paul & Pacific Railroad, treasurer.

4 FAMOUS HOTELS
in Glacier National Park
in the Montana Rockies

GLACIER PARK LODGE

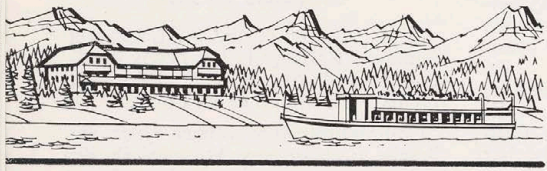
. . . a delightful hotel at Great Northern's eastern rail entrance. Golf, ride, hike . . . or relax in regal comfort. See Blackfoot Indian tepees, ceremonial dances. Thrill to nature's splendors from open-top motor coaches.

MANY GLACIER HOTEL

. . . gateway to paradise for hikers, anglers, horseback riders. Countless trails to nearby lakes, trout-filled streams, ancient glaciers, breathless mountain vistas. Gourmet meals, fine accommodations at all four hotels.

PRINCE OF WALES HOTEL

. . . old world charm in Canada's Waterton Lakes Park. Enjoy spectacular views en route. See Glacier's loftiest peaks from a lake cruiser. Play golf at its sportiest . . . take bracing swims, horseback rides or hikes.



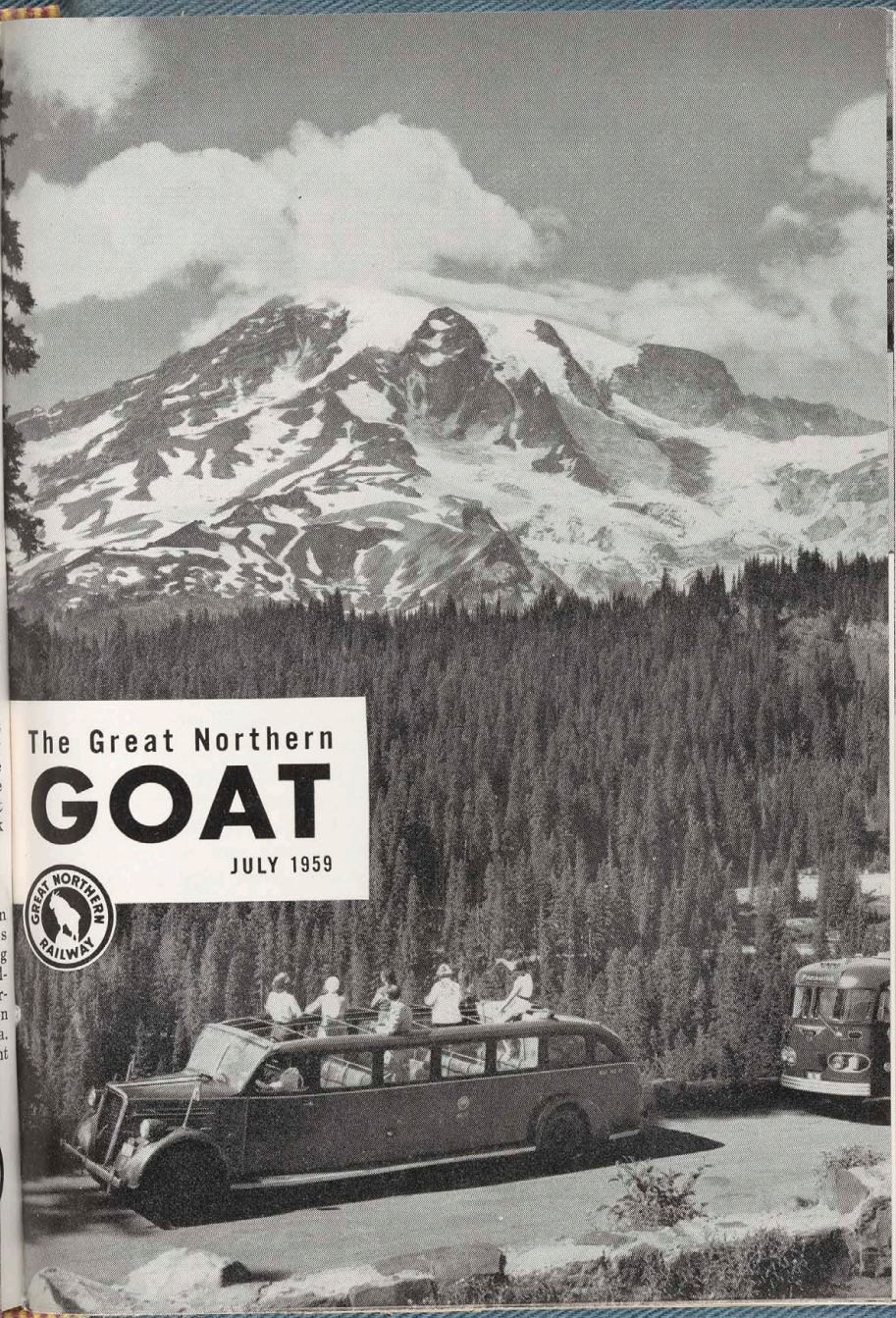
LAKE McDONALD HOTEL

. . . secluded haven near western rail entrance. Cruise Glacier's largest lake . . . see towering mountains. Walk or ride well-marked trails past plunging waterfalls. Study cliffs for mountain goats. *Don't* forget your camera. See your ticket or travel agent

Go carefree...Go car-free on

GREAT NORTHERN'S streamlined WESTERN STAR

GREAT NORTHERN RAILWAY



The Great Northern

GOAT

JULY 1959

GREAT NORTHERN RAILWAY

The Great Northern GOAT

Vol. 29 July, 1959 No. 7

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.

DAN MUSCH, Editor

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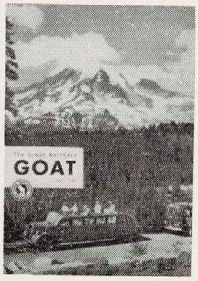
The Goat's Cover



National Park buses en route to Paradise Inn at Mount Rainier National Park stop at scenic spots to allow tourists to view and photograph 14,410-foot-high Mount Rainier in Washington.

Your Railroads

The following editorial was published in the Christian Science Monitor under the heading: "Not Preferential, But Evenhanded."

The Interstate Commerce Commission has joined the parade of capable inquirers into the railroad's difficulties with their passenger business and into possibilities of solution. It has released the product of a three-year study.

In general, the important aspect of the ICC's report is the extent to which it reinforces conclusions of other analysts: that operating rules must be updated, that the roads themselves must "explore every possibility" of increasing patronage, and that federal and local governments must reconsider public expenditures giving impetus to air and motor travel to the disadvantage of the railroads.

The ICC contributes a fresh approach in its proposals for tax relief: It not only urges repeal of the excise tax on passenger travel on all carriers, but would exempt the railroads from paying income tax on money they would save from local and state tax relief.

This, the ICC believes, might encourage state and local governments to join thus in the rescue.

And the commission is convinced that rail travel "is, and for the foreseeable future will be, an integral part of our national transportation system."

In that we concur. The rails should get not preferential treatment in public policy but even-handed treatment.

Tourist Influx Seen for Seattle Seafair Frolic

Queen of the Seas, Judy Paulson, above, who will reign over the 1959 Seafair celebration, displays a 10th anniversary cake symbolic of the celebration's birthday this summer. The land spectacle of Seattle's festivities is the Grande Parade slated for August 1. More than 40 lavish floats and 60 bands, drill teams and other units will be featured.

Seattle, the Queen City of the Pacific Northwest, is looking to the biggest tourist influx in history this summer with the 10th anniversary edition of its now-famous Seafair celebration.

A visit to Seattle any time is a guarantee of a restful vacation in a metropolis which nestles between two great ranges, the Cascade and the Olympic mountains.

But the red-letter dates for visitors occur during the first week of August when the city stages its annual 10-day Seafair fete.

This summer's festival—probably the biggest outdoor show in America today—opens on July 31 and continues through August 9.

The Seafair is a gigantic combination of events on land and water. The salt water from Elliot Bay and Puget Sound meet the fresh water from Lake Washington, the Duwamish River, Lake Union and a ship canal which

(Concluded on page 4)

Boxcars Beat Odds!

An expert computed that odds against it happening again are 782 million to 1!

That's why railroad men could not believe their eyes recently when Great Northern boxcar No. 25082 was discovered to be coupled to Rock Island boxcar No. 25082 at Fairbury, Ill., where they were consigned to a prebuilt home factory.

Emptied of lumber, the identically numbered cars were loaded with feed and sent to Kokomo, Ind., still coupled together.

T. H. Green Elected To Fargo Chamber Board

T. H. Green

T. H. Green, general agent of the Great Northern Railway in Fargo, N.D., was one of six persons elected to the Fargo Chamber of Commerce Board of Directors.

The others are George A. Anderson, president, American Life & Casualty Insurance Company; A. A. Antonelli, branch manager, American Linen Supply Company; A. M. Eriksmoen, executive vice president, Dakota National Bank; Noel A. Gagstetter, assistant to vice president and general manager of the N.W. Bell Telephone Co., and Steve Gorman, Jr., vice president and general manager of the Knight Printing Company.

encircle the city, provide the maritime heritage for the nautical theme of the annual festival.

Seafair events range from such top attractions as a nightly stage and water show, the "Aqua Follies," to the spectacle of 500,000 persons watching the classic Gold cup hydroplane race on Lake Washington.

Mixed in with these events are 10 parades by day and night, street dances, community festivals, sports events and fireworks.

The fact that Seattle serves as the air and ship gateway to the Orient is demonstrated by the beautiful Japanese Bon Odori festival, the Chinatown dragon dance and the Philippine community dance fete.

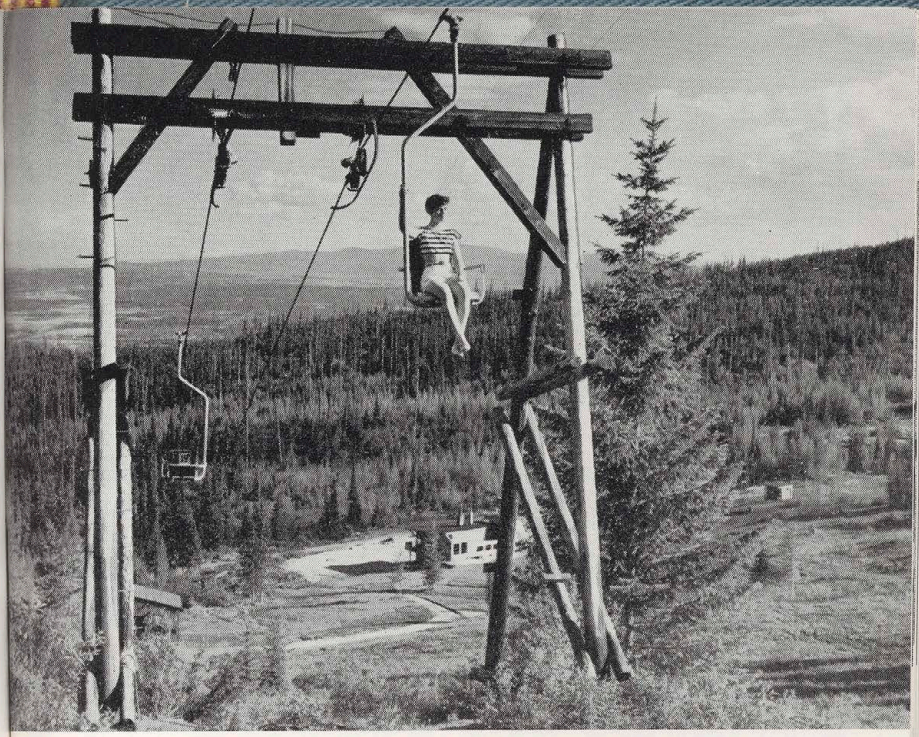
The nautical flavor is enhanced with such water events as inboard and outboard speedboat races, water ski shows and the annual visit to the port of the United States and Canadian Navy's Pacific fleets.

There's a spoiler in the person of Davy Jones and a band of Seafair pirates who keep Neptune and company hopping.

The Seafair will bring in such notables as Bing and Cathy Crosby, Mr. and Mrs. Bob Hope, Phil Harris and wife, Alice Faye, to serve as honorary grand marshals of Seafair's Grande parade on August 1.

Among the other highlights of the celebration are the coronation of King Neptune and the Queen of the Seas; exciting mass square dances and tours of ships from other lands.

The Great Northern Railway's streamliners, the Incomparable Empire Builder and Western Star serve Seattle and the Pacific Northwest.



Ride Up The Big Mt. Thrilling Experience

Most ski chair lifts are a doubly-enjoyable proposition: they operate in winter over a blanket of snow, and in summer when the mountain is heavy with vegetation and sprinkled with flowers.

Such is the lift at The Big Mountain, Whitefish, Mont., that carries passengers into a serene world level with mountains miles away.

The chair lift which begins its ascent near the chalet on The Big Mountain, moves 1,024 feet—at half the speed it carried skiers only a few months before.

Ed Schenck, general manager of The Big Mountain, says the ascent and descent consume 15 minutes each. The allotted time permits ample opportunity to view the magnificent scenery that has made The Big Mountain a favorite winter ski area and summer viewing site.

For while securely perched in the chair, the passenger views the Whitefish and Mission Mountain ranges, the distant snow-capped peaks in Glacier National Park including the Great Northern Mountain, seven lakes including azure-blue Whitefish and Flathead lakes and the variously green-hued stands of deciduous and coniferous trees.

Immediately below the rider are

(Concluded on page 6)

Sacramento Valley Club Elects M. W. Reynolds

New officers of the Sacramento Valley club, shown above, were elected recently.

From the left are R. L. Lamb, general agent, Great Northern Railway, secretary-treasurer; M. W. Reynolds, commercial agent, Chicago, Burlington & Quincy Railroad, president, and J. B. Bean, traffic representative, Lyons Van & Storage Company, vice president.

Kehoe Leaves Browning Museum for New Post

Thomas F. Kehoe, curator of the famous Museum of the Plains Indian at Browning, Mont., resigned his post to become provincial archaeologist for the province of Saskatchewan.

His new post also makes him curator of archaeology and ethnology in the new $1,500,000 Museum of Natural History, Regina, Sask.

Mr. Kehoe's attention will be turned to the research of Eskimos, Indians of the northern forests, and Plains Indians.

His domain will be 251,700-square-mile province and under his direction will be the archaeological program for the area as well as the archaeological and ethnological research and exhibits for the institution which has 200,000 visitors annually.

At Browning since 1952, Mr. Kehoe became well-known for his work and made the museum a national center of anthropological research.

His archaeological research has been co-sponsored by the Bureau of Indian Affairs and by the Louis W. and Maud Hill Family Foundation of St. Paul.

Mr. Kehoe will continue his research into the ancient history of the northern plains and hopes to locate the first home of the Blackfeet tribes who migrated south from the province centuries ago.

CHAIR LIFT—Conclusion

tamaracks, pines, balsam and white pine trees, and myriads of flowers.

The alert observer may see deer, coyotes, porcupine, elk, moose or bear in the area.

The lift operates from 9:30 a.m. to 7 p.m., July and August.

Visitors plan their day on The Big Mountain and avail themselves of the picnic grounds nearby and of the services of the chalet.

Telephone facilities atop the mountain permit riders to phone their lunch or dinner orders to the chalet. Meals are ready upon completion of the descent.

Up to 60 persons may be accommodated overnight in the chalet. Accommodations for more than 600 persons are available in motels, cabins, hotels and lake resorts below the mountain and in Whitefish.

Colorful Whitefish affords many recreational activities for persons wishing to spend their vacations in town or at nearby lakes. Boating, swimming, water-skiing, outdoor barbecues and dancing are but few of the activities that make Whitefish a vacation haven.

Whitefish, Mont., is served by the Great Northern Railway's Incomparable Empire Builder and Western Star. Transportation is available to The Big Mountain which is eight miles from Whitefish.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

St. Paul Businessmen Visit Oil Fields

An on-the-spot investigation of the booming Williston Oil Basin in North Dakota was made by members of the St. Paul Chamber of Commerce recently.

The group, the majority of whom are shown above shortly before boarding Great Northern Railway's Empire Builder, toured the oil fields and watched pumping operations and various refinement processes.

After consultations with area businessmen, they returned with the conviction that the oil fields are destined for greater prosperity as production is increased and the vast potential of the fields is utilized.

Among the persons who assisted the visiting group were Dr. Wilson Laird, North Dakota state geologist; Kenneth Medenwald, petroleum geologist; Henry Reed, Great Northern geologist; Ray Davis of the Williston Chamber of Commerce, and Lyle Swigard of the Minot Chamber of Commerce.

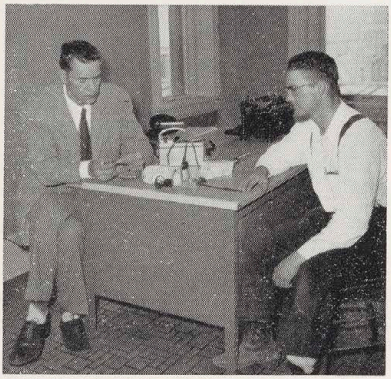
3 Glacier Hostelries Cited By Duncan Hines

The Many Glacier Hotel, Lake McDonald Hotel and the Glacier Park Lodge have been cited as a "haven and oasis for the traveler" by the Duncan Hines Institute.

All three hotels, listed by the famed Duncan Hines organization books for 20 years, became members of the "Fifth-of-a-Century Club" at ceremonies in Chicago recently.

Glacier has six lodging units operated for the Great Northern Railway which serve the park during the season through September 9.

Free Mineral Service in Kalispell GN Office



W. M. Johns, left, project geologist, examines a rock brought in by Dave Miller of Marion, Mont.

The Great Northern Railway depot office in Kalispell, Mont., has one facet of operation that is generally unknown to the public.

It is the mineral identification service that aids prospectors and furthers the development of Montana mineral resources.

W. M. Johns is project geologist for the Montana Bureau of Mines and Geology, and Manager of the Field Office. The office is open five and one-half days a week during the winter season and for shorter periods during the field work season which extends from May 1 to October 15.

Mr. Johns is a member of a three-man geological team that currently is resuming field work of mineral exploration and geological mapping of some 6,800 square miles of Flathead, Lincoln and northern Lake counties.

The Northwestern Montana Mineral Resources survey is sponsored jointly by the Great Northern Railway and the Pacific Power & Light Company.

Purpose of the survey is to locate mineral deposits and other raw materials that could be developed by industry to stimulate the expansion of the economy of western Montana communities served by the two companies.

Base of operations is the Bureau's Kalispell field office which was established last September.

U. M. Sahinen, chief geologist for the Montana Bureau of Mines and Geology and head of the overall project, said the purpose of mapping areas is to determine what sections are most promising for prospecting.

The mineral identification service stimulates activity and the interest of independent prospectors, he added.

The initial long-range study is the geological reconnaissance and mapping of the Yaak quadrangle, north of Libby and Troy. Vehicles are used, when possible, but much footwork is required.

Rock formations, folds, veins, faults and location of old mines are mapped by the group. The general topographic features and characteristics of the area are noted. The data, used in conjunction with aerial photographs, give the geologists a good survey of the land.

Personnel involved in forming policies of the survey are G. A. Duell of Portland, Ore., staff geologist for the Pacific Power & Light Company; R. A. Watson, Great Northern geologist from Seattle, Wash., and Mr. Sahinen of Butte, Mont.

Furlough Fares Extended

Reduced furlough fares for uniformed military personnel traveling at their own expense have been extended to June 30, 1960.

Without the extension, members of the Armed Forces would have lost round-trip savings of up to 1.7 cents per mile on June 30 of this year.

Framed between the new County-City Building left and the old Pierce County Courthouse is majestic Mount Rainier.

New Tacoma City-County Building

One of the handsomest and newest buildings in the Pacific Northwest is the Tacoma County-City Building.

The $9,700,000 structure actually is three separate units connected by seismic joints as an earthquake precaution and an allowance for settling and movement.

Unit A is a judicial wing housing city and county courts; the 11-story Unit B is home for the city and county administration offices, and Unit C is the law-enforcement wing housing the Tacoma Police and County Sheriff's departments built to the latest Federal Bureau of Investigation recommendations.

The central and law-enforcement wings are of structural steel and the court wing is of reinforced concrete. Windows are mounted in aluminum metal skin-walls and the outside finish of the entire structure is of architectural concrete.

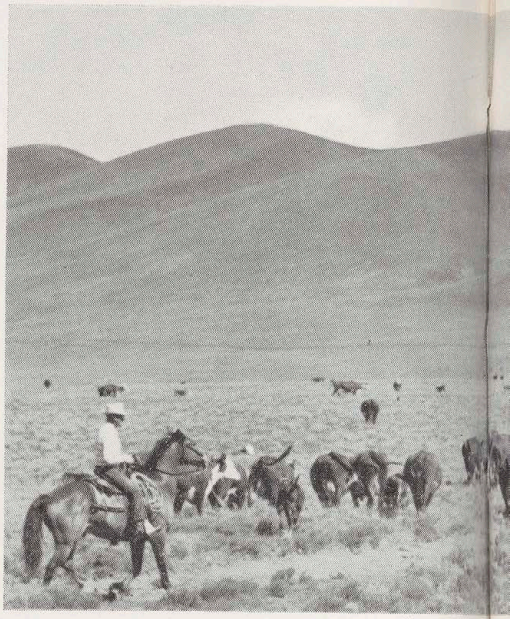
Also featured on the 383,000-square-foot site is parking for 604 cars on grade level and in two reinforced concrete garages.

The new building boasts the most complex and up-to-date telephone switchboard in the region.

Growth of the building is inevitable, officials believe. Consideration has been given to possible expansion and projected additions already have been conceived.

DUDES FIND 'SECOND HOME' ON THE RANGE

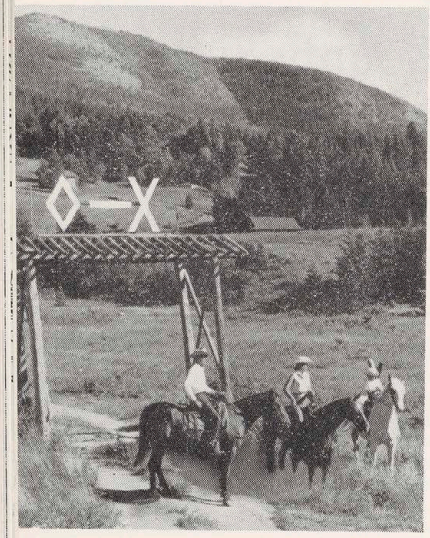
Fun is Keynote of Life on Ranch



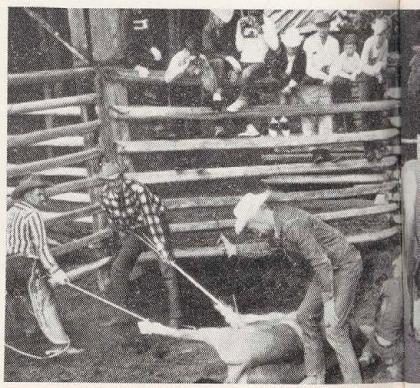
It's Roundup Time

Americans are an adventuresome lot who are discovering the carefree life on a dude ranch and western resorts more each year.

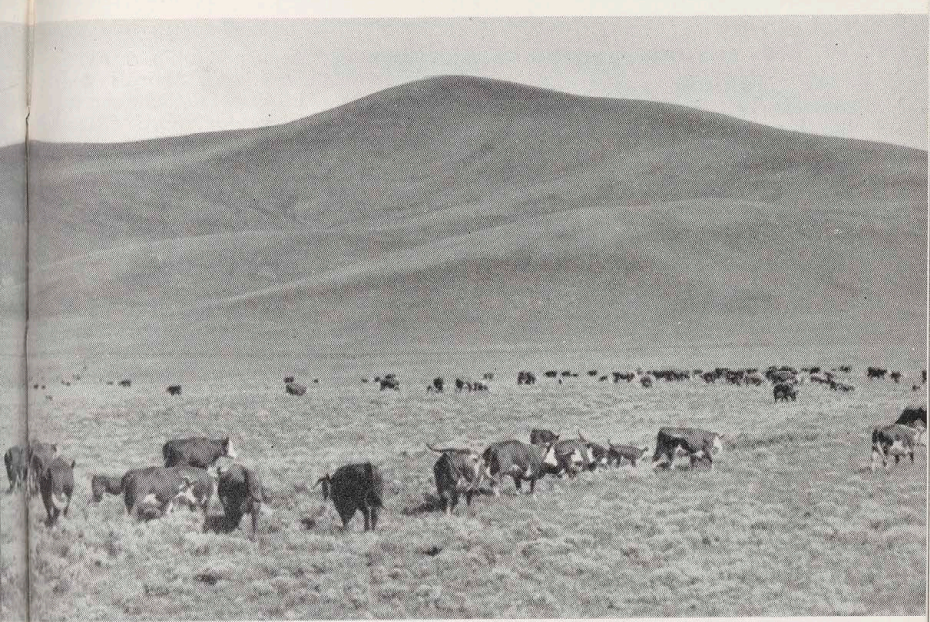
What is more appealing than rising early, sitting down to a family-style



In, after an afternoon's ride, these dudes are set for a good meal—family style.



The branding of a colt is viewed with great interest by boys from the East.

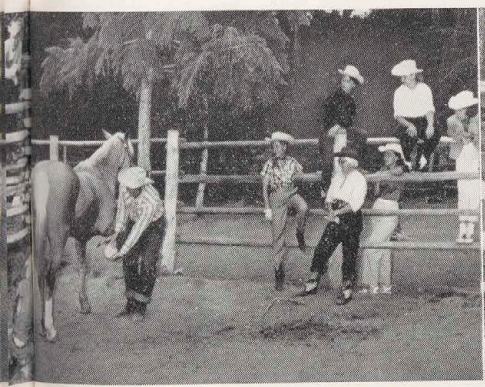


As Cowboys Gather The Herd For Branding

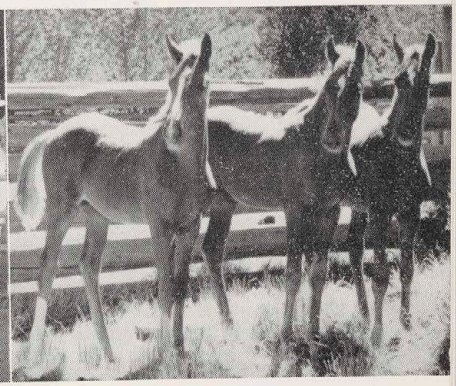
breakfast in an attractive kitchen or dining room filled with the aroma of frying bacon and coffee?

Such experiences are shared by entire families when they go West and reserve one, two or three weeks—and even a month's lodgings in one of the Dude Ranchers' Association members' ranches and other recommended resorts on the Great Northern Railway line or within a few miles of it.

(Continued on Page 12)



An important task before hitting the trail is checking the horses for loose shoes.



Young colts, future dude horses, gaze at passersby who will be riding them soon.

DUDE RANCHES—Conclusion

An interesting aspect of dude ranching is that anyone qualifies for the fun. A misconception of dude ranches is that they are only for the hale and hearty. Nothing is farther from the truth: there are activities for everyone. Scenery can be enjoyed by the introvert as well as the extrovert.

What is a dude ranch? In most cases, it is usually the home of the owner and his family and operated by them. They take pride in their homes and excel in presenting the cleanest living quarters and the best of food.

The owners expect the guest comes West to experience the same life as they do. Some ranches are working ranches—devoted to raising livestock and agricultural crops and employing western men to do the work.

Others are mountain ranches devoted primarily to caring for guests where the only livestock are horses. Both types are favorites with guests.

Although horseback riding is the principal activity at dude ranches, a long list of recreational programs is featured at most ranches.

These include fishing, pack trips and big-game hunting, chuck wagon dinners, boating, tennis, swimming, campfire singing, rodeos, roundups and picnics.

The more divergent programs include singing and dancing in a central lodge, card games and some touring. Persons interested in special activities should inquire with owners before making reservations.

Informality is the theme at dude ranches. Blue jeans, cottons, 10-gallon hats, flannel or cotton shirts and a jacket is the uniform of the day.

Most ranches charge for a one-week minimum stay, based on the type of accommodation requested, number in party and length of stay.

Rates include meals, cabin, or room accommodations, saddle horses and numerous other services. Some ranches offer off-season rates before or after the regular season.

Pack trips are the most popular activities for both men and women. Expert guides lead summer excursions into wilderness areas adjacent to ranches and during season outfit big-game hunting parties.

Bracing mountain air, lazy days, impressive mountain scenery, and friendly western dude ranch and resort owners make dude ranch vacations memorable events.

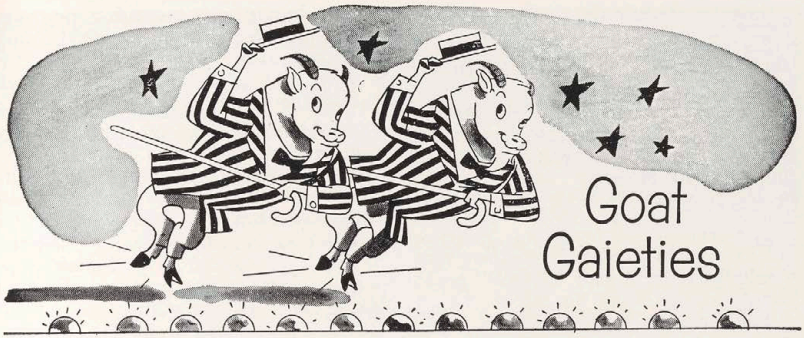
Some of the Dude Ranchers' Association members on or within a short distance of the Great Northern Line are Bear Creek Ranch, East Glacier Park; Chief Mountain Ranch, Babb; Circle 8 Ranch, Choteau; Diamond L Bar Ranch, Augusta; Flathead Lake Lodge, Bigfork; Hidden Meadow Ranch, Polebridge; Korrell's Guest Ranch, Utica; McFarland's Ranch, West Glacier Park; Rocky Bar O Ranch, Bigfork, and the S-S Paradise Ranch, Rte. 3, Lewiston, all in Montana.

Oregon ranches which fall into the above classification are the A Bar L Ranch, Canyon City, and the Bar M Ranch, Gibbon. Washington ranches are the Hidden Valley Ranch, Cle Elum, and Sky Meadows Guest Ranch, Rte. 4, Cle Elum.

Other non-member association ranches and resorts along the GN line also offer quality western living in modern facilities.

More detailed information on ranches and resorts may be obtained by writing Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul, 1, Minn.

The GN streamliners, the Incomparable Empire Builder and the Western Star, serve the great dude ranch and resort areas.



Goat Gaieties

Nom' de Plume

A hillbilly registered in a hotel by making an "X" and circling it.

The inquisitive room clerk looked it over and said: "I have seen many persons sign with an 'X' but I never saw one circle it before."

" 'Taint nothin' odd about it," Zeke replied. "When I go out on a wild time, I don't like to use my right name."

* * *

The Wanderer

"For months," said a bridge-playing housewife to her partner, "I couldn't imagine where my husband spent his evenings."

"And what happened?" breathlessly asked her friend.

"Well, one evening I went home—and there he was!"

* * *

Soft Job

"So your new job makes you pretty independent, eh?"

"Darn right. I go there any time I please before eight and leave just when I please after five."

* * *

Strike Averted

Wife: "Suppose we wives went out on strike?"

Hubby: "Go ahead. I've got a peach of a strikebreaker in mind."

Well Trained

"You're terribly extravagant," the husband told his wife. "If anything ever happened to me, you'd be forced to beg."

"I'd get by," she answered. "Look at all the experience I've had."

* * *

Power of the Press

A destitute editor died after a lingering illness and staffers took up a collection for his burial. A politician was approached and the solicitor asked:

"Could you give me a $1 to bury an editor?"

The politician pulled out a $5 bill and said, "Here—bury five of them."

* * *

Opportunist

She: "Why do you always double-cross the ones who love you?"

He: "They're the only ones who give me a chance."

* * *

Strange Music

A Martian landed and while the tubes in his head glowed off and on in colored hues he wandered into a bar. He noticed a man slipping a coin in the jukebox and was fascinated by the lights and colors of the mechanism.

He ambled over to the jukebox, stared for a moment and asked:

"Now tell me, what is a nice girl like you doing in a joint like this?"

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Along the Great Northern

This is the second of a series of articles on the Mineral Research and Development Department of the Great Northern Railway.

Ten miles southeast of majestic glacier-clad Mt. Baker in northwestern Washington lie a pair of lesser peaks known as the Twin Sisters.

They consist almost wholly of a single rock type, dunite, composed essentially of the mineral olivine. Access to the mountain is by a 17-mile logging road from Hamilton, a station along the Great Northern Railway, 90 miles north of Seattle.

The challenge presented by this vast body of intrusive igneous rock is due to its purity and size—a mountain of potential ore. Locally, there are concentrations of chromite which could be a valuable by-product. The deposit is roughly 10 miles long, four miles wide and up to 3,000 feet thick. It is without doubt the largest single mass of high-grade olivine in the world.

The Twin Sisters olivine contains approximately 30 per cent magnesium and 5 per cent iron, the balance being silica, and approaches pure magnesium silicate, forsterite.

It is an apple green, glassy mineral nearly as hard as quartz and about 3½ times as heavy as water.

Olivine's chief use since its first application in Germany in 1925 is as refractory lining in furnaces producing steel, copper and glass. Its low thermal conductivity, resistance to slag erosion, high softening temperature and low coefficient of expansion are properties recommending it for refractory service in many high temperature processes.

Research at the University of Washington shows that excellent sand for molding castings in steel foundries can be made from olivine and that this sand also is suitable for sand blasting.

Chemists are devising methods of extracting the magnesium from olivine to replace processes of securing magnesium from sea water and dolomite. Recent research has used electric furnace processes and chemical-treatment techniques.

Olivine "sand" is being shipped from the Twin Sisters to foundries in various parts of the country where its acceptance is apparently good. No other use is made of the product although 12 years ago several thousand tons were shipped to the East Coast for refractory purposes and the quality proved excellent.

Whitefish Honors Native Author, Dorothy Johnson

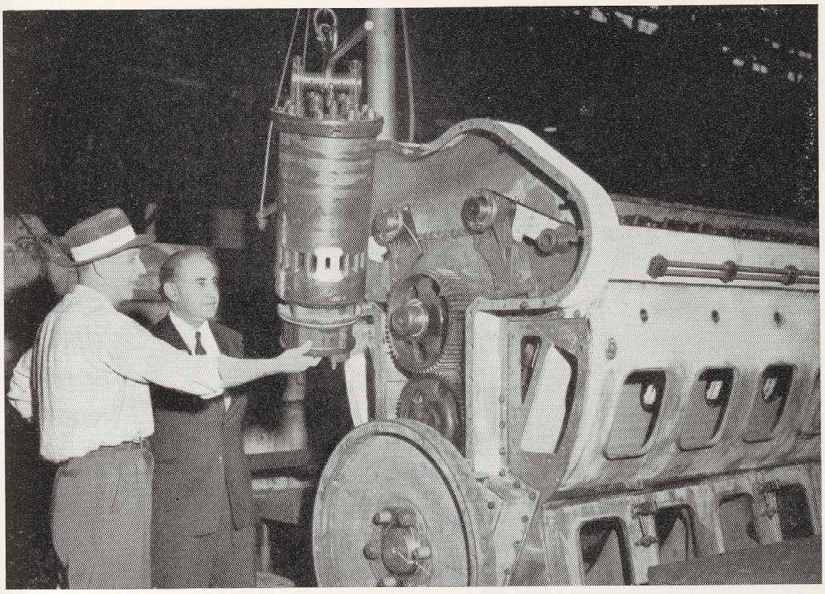
Dorothy M. Johnson, native of Whitefish, Mont., and author of the best - seller - turned - movie - hit, "The Hanging Tree," was honored by residents of that community who presented her the keys of the city.

The former editor of "The Woman," a magazine published in New York, and newspaperwoman, is known as one of the outstanding western authors today.

Among her other accomplishments were her being named secretary-manager of the Montana State Press Association in 1952, and an assistant professor of journalism at the Montana State University.

The movie, "The Hanging Tree," recently released, stars Gary Cooper and Maria Schell.

Mayor Roy M. Duff of Whitefish led the residents in honoring the "home town girl." Master of ceremonies was Sterling Rygg, Whitefish Chamber of Commerce president. Whitefish Pilot publisher, G. M. Moss, introduced Miss Johnson to the townspeople.



Studying a power assembly of a 16-cylinder, 1,500-hp. diesel engine that is being rebuilt in the Dale Street shop of the Great Northern Railway in St. Paul are A. J. Schuck, left, superintendent of the shop, and W. A. Shaikh, chief mechanical officer of the Northwestern Railway of West Pakistan.

W. Pakistan RR Executive Visits GN Shops

Great Northern Railway's St. Paul shops and Minneapolis installations were recently inspected by an executive of the Northwestern Railway of West Pakistan who is studying railroad heavy repair facilities.

W. A. Shaikh, chief mechanical officer of his nation's railway, probably has one of the most complicated and intriguing railway assignments in his country.

Directly under his supervision are 75,000 of the railway's 180,000 employes. As head of the mechanical department, his responsibilities include the shops, a rolling mill, iron and non-ferrous foundries and a large machine shop for manufacturing.

The purpose of Mr. Shaikh's trip was to develop ideas for a new centralized heavy repair facility for diesels in his country.

In order to do a thorough investigation, he also visited Eastern railroads. The GN visit was the only one in the Midwest.

Mr. Shaikh said the Northwestern Railway of West Pakistan has 6,000 miles of track and operates 176 diesels and 700 steam locomotives. In the next 15 to 20 years, there will be a gradual changeover to diesels with a resultant reduction in personnel.

The railway is expanding its passenger traffic 2 to 3 per cent each year, but because of population increases and expanding patronage, ex-

(Concluded on page 16)

Plows Conquer Drifts, Logan Pass Opens

Going-to-the-Sun Road in Glacier Park was opened June 13, shortly after plows cut through a 76-foot drift just east of Logan Pass.

Visitors immediately began crossing the famed Road after the third coolest May in 60 years that saw much snow remain on Glacier Park's mountains.

Although the pass has been open to traffic as early as May 23 in 1958, the June 13 date is the normal date in the 26-year history of the road.

Going-to-the-Sun Road is generally known as one of the great highways of the world. It clings to the Garden Wall, out of which it is hewn for a distance, skirts lakes and cuts through deep green forests.

Logan Pass, elevation 6,654 feet, is on the Continental Divide, that separates the watersheds of the Pacific Ocean and Hudson Bay.

RAIL SHOP VISIT—Conclusion

pansion never will catch up with demand, he stated.

Mr. Shaikh's next assignment is to visit American railway manufacturers and to discuss with them the formulation of heavy railway facilities in his country.

Generally speaking, West Pakistan's railway facilities are identical to those in this country, he pointed out. Plans call for much improvement in the next decade.

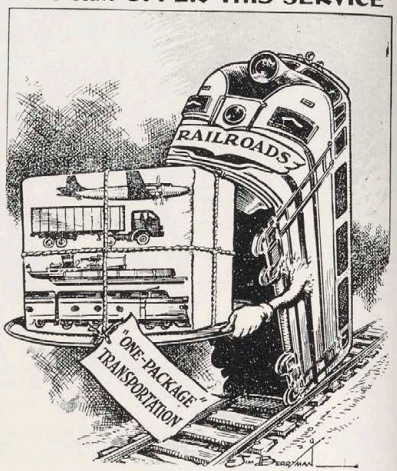
Currently, his nation has a running repair and maintenance shop and three running sheds for diesels.

Mr. Shaikh started with the railway as a special apprentice at 18. He became an assistant executive officer under Pakistan's civil service in 1935, and since held various positions on Indian railways.

He was chief mechanical officer from 1948 to 1957 in East Pakistan and has been in his current post with the Northwestern Railway of West Pakistan since 1957.

The Pakistani said his visit to the Great Northern was very informative and he thanked GN personnel who made his trip worthwhile.

LET HIM OFFER THIS SERVICE



Vancouver, B.C., Passenger Men Elect Teed President

Don W. Teed of the Great Northern Railway has been elected president of the Vancouver, B.C., Passenger Men's Association.

Elected honorary president was Roy Cameron, also of the GN.

Other officers are Gerry Tristram of the International Travel Service; Peter Skinner of the British Overseas Air Corporation, and Brian Gouldstone, Travel Headquarters, all vice presidents; Bert Superina, Home Lines, treasurer; Walter Mees, Holland America Line, secretary, and Henry Kochens, Orchid Vacations, bulletin editor.

Port of Seattle: Key To City's Economy

The "Gateway to Alaska" and "Shortest Route to the Orient" are the Port of Seattle's chief claims to fame.

The long line of moorages that rim the curving shore of Elliot Bay from Great Northern's piers on the north to the Duwamish Waterway on the south forms a major part of the Queen City's economy.

Since the gold-laden ships from Alaska brought their rich cargoes into Seattle during its first boom as a Gold Rush town, Seattle has looked to the world through its seaport.

One of the earliest steps toward making Seattle a world port was the construction of GN's piers in Smith's Cove to berth the railway's giant freighters, the S.S. Great Northern and the S.S. Northern Pacific.

The largest commercial vessels in Pacific Ocean history, the S.S. Minnesota and the S.S. Dakota, built and operated by the Great Northern, called Seattle their home port.

Of the 88 piers on Seattle's waterfront, 21 are owned and operated by the Port of Seattle Commission, a three-man board which manages the 36-million dollar-municipal corporation.

Its functions extend to Fisherman's Terminal, where more than 600 fishing vessels moor between trips to Puget Sound and Alaskan waters for salmon and halibut; and Shilshole Bay Moorage for thousands of pleasure and other small craft.

Agricultural, forest and mine prodducts are the top 10 exports through the Port of Seattle. Wheat leads the field with 396,157 short tons shipped

(Concluded on page 18)

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Spokane Students Visit Governor

When Gov. Albert D. Rosellini of Washington recently visited the Roosevelt elementary school's sixth-grade in Spokane, he was impressed with the pupils' interest in civics.

Before parting, he suggested the children visit the Capitol and see the government in action.

They took him up on his invitation and a short time later boarded the Great Northern's Western Star for a round-trip to Seattle.

From there they took a chartered bus to Olympia where the Legislature was in session. They toured the Capitol and met the governor.

Shortly after, G. H. Volland, Spokane city passenger agent, received a letter from Kathy Lopes, one of the students, who in part wrote:

"It was very considerate of you and your company to assign a car just for us. We had a most comfortable trip both ways, and slept like a log coming home. The conductor and porter were kind to us also."

PORT OF SEATTLE—Conclusion

in 1958. Barley, wheat flour, coal, lumber, tallow, rye, dried beans, oats and fresh apples followed in that order. Total exports last year were 911,293 short tons.

Among the 1958 imports, lumber from Canada, Alaska and the Orient topped the port's leading 10 commercial items with 305,055 short tons. Most of this lumber is transshipped to other markets.

The remaining imports in the top 10 were: limestone and limerock, gypsum rock, bananas, paper, oil and petroleum products, plywood and veneers, logs, poles and posts, canned salmon, and autos, trucks and parts. Total imports were 822,396 short tons.

Expansion and improvement projects in the Port of Seattle's budget total $3,695,000. The volume of shipping in 1958 was the fourth largest in history.

A task force of interested citizens is making a drive to stimulate the port's activity in continuation of its post-war growth.

Apple Association Holds July Convention in Seattle

The International Apple Association, Incorporated, will hold its 65th annual convention in Seattle, Wash., July 20-22.

The organization has grown from 81 firms in 22 states to approximately 1,450 members in nearly every state of the Union and in about 23 other nations.

The IAA was started in Chicago in 1895, when 11 men decided it would be advantageous for apple shippers to form a national organization.

Object of the group is to protect the general welfare of all concerned and to elevate the trade to the highest possible standards.

In addition to opposing unfair and unjust laws, the association strongly urges the necessity for a uniform standard for packaging, such as the barrel, and strict adherence to honest grading in packing.

Pittsburgh Club Elects

John T. McCormack of the Atchison, Topeka & Santa Fe Railroad has been elected president of the Pittsburgh Passenger Club.

Other officers are G. Robert Surls, Crucible Steel, first vice president; Robert A. Finlay, Capital Airlines, second vice president, and Maurice F. Snyder, Pullman Company, secretary-treasurer.

The executive committee members are William E. McCormick, Pittsburgh Press; William Metcalf, American Express; William J. Von der Schmidt, Pennsylvania Railroad; Dan W. McCluskey, Chicago, Milwaukee, St. Paul & Pacific Railroad; J. Lyman Anderson, Atchison, Topeka & Santa Fe Railroad; Edward J. Spitzkoff, Rust Engineering, and William C. Smith, Pittsburgh Sun-Telegraph.

Beauties Tempt Borge With Washington Apples

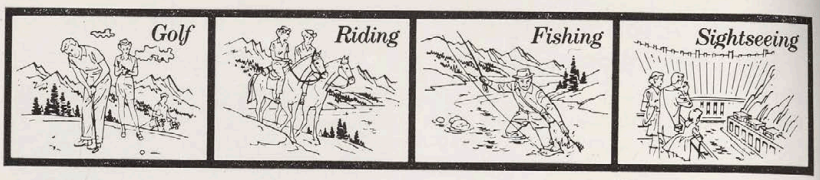
Appearing a bit overwhelmed in Seattle's King Street Station is Victor Borge, well-known piano artist, who is shown being greeted by Washington State Apple Blossom royalty shortly after his arrival from Vancouver, B.C., aboard one of the Great Northern's International streamliners.

Presenting him with a box of Washington State apples are from the right, Queen Beverly McKoin, Princess Mary Stewart, and Princess Sally Walker.

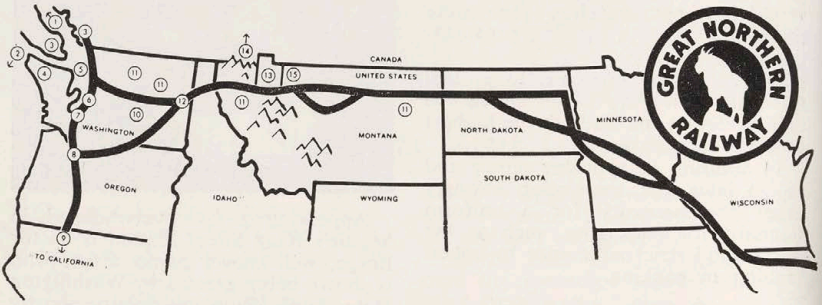
W. W. Johnson Jr. Heads Atlanta Traffic Club

The Railway Traffic Clerks' Club of Atlanta, Ga., recently elected W. W. Johnson Jr., chief clerk of the Great Northern's Atlanta office, as president.

Other officers are Bill Pruit, of the Erie Railroad, vice president; Daisy Britt, of the Savannah & Atlantic Railway, secretary, and Harry Norton of the Chicago, Burlington & Quincy Railroad, treasurer.



Vacationland, U.S.A.



Go Great Northern to the West's best vacation spots!

Choose one or several delightful vacation spots 'way out West. Then go the carefree, car-free way . . . via Great Northern's sleek streamliners across the top of the nation. You'll see more than magnificent scenery! You'll see industrial and commercial opportunities; one of them may be right down your alley!

Turbulent, snow-fed rivers, stopped by mighty dams, hold the promise of abundant water power for a new plant . . . ample irrigation for crops to be processed. Mighty soaring peaks of many-hued rock, their slopes decked with giant pines, also remind one of the mineral wealth and forest resources at hand. Burgeoning cities of the Great Plains and Pacific Northwest bespeak an adequate labor force.

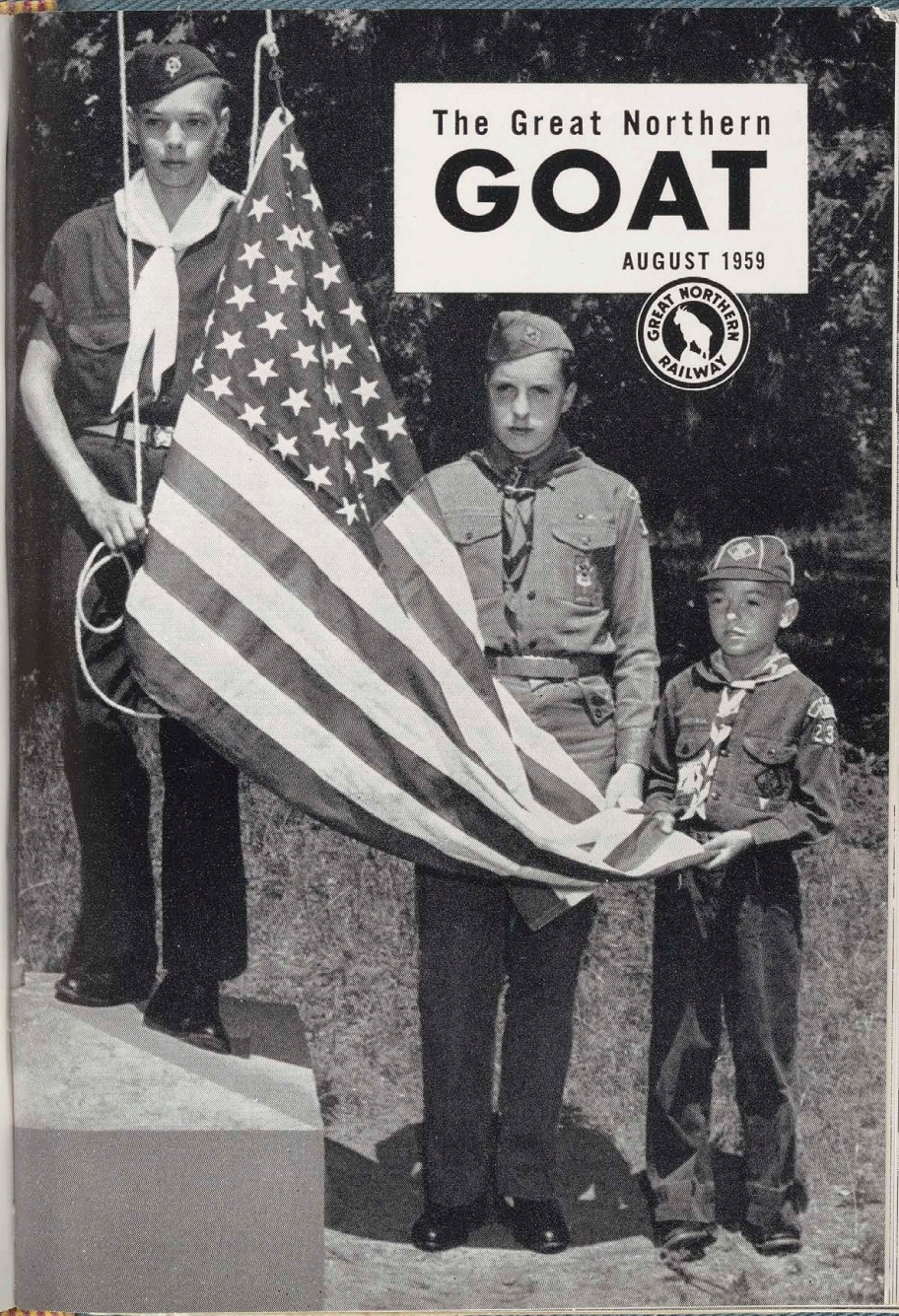
For information on business opportunities write: *Industrial and Agricultural Development Dept., Great Northern Railway, St. Paul 1, Minnesota.*

Two Great Streamliners: EMPIRE BUILDER • WESTERN STAR

The Great Northern

GOAT

AUGUST 1959



The Great Northern GOAT

Vol. 29 August, 1959 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.

DAN MUSCH, Editor

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

The Goat's Cover

The three Scouts pictured on the cover raising the new 49-star United States flag for the first time are members of the Indianhead Council, Boy Scouts of America, in St. Paul. From the left are Richard Kruse, 15, Explorer, Hydro Post 248; John Jasinski, 13, Boy Scout Troop 182, and Gordon Davis, 8, Cub Scout Pack 236.

Your Railroads

The Interstate Commerce Commission's three-year investigation of passenger train troubles found that passenger service deficits are large, appear to be growing, and endanger the present and future welfare of the railroad industry.

The ICC made nine specific recommendations:

1. Repeal the 10 per cent federal tax on passenger fares.

2. Amend federal tax laws to encourage local and state tax relief.

3. Remove unequal state and local taxes that place an unfair burden on railroads as compared with other industries.

4. Communities should guarantee railroads the cost of desired service, plus a reasonable profit, where the railroads are not able by themselves to provide the service at a profit.

5. The federal government should closely examine the impact on passenger service of its policies for routing of mail and military and other personnel.

6. Railroads should take steps to eliminate duplicate passenger trains, terminals and other facilities—consistent with legal requirements and the public interest.

7. Railroads should continue experimenting with new types of passenger services and facilities.

8. Railroads should continue their efforts to stimulate passenger volume with improvements in the attractiveness of passenger service.

9. Railroads should study the effect of various levels of fares on passenger volume, and should study the effect of schedule changes, advertising and promotion on passenger business.

Receiving an "Appreciation Plaque" from the National Council of the Boy Scouts of America in the name of the nation's railways is Daniel P. Loomis, president of the Association of American Railroads. Shown from the left are Edgar Wolfe, director of Rural Scout Service; Mr. Loomis; Elmaar H. Bakken, director of the Council's Division of Relationships, and Albert E. Iverson, director of Protestant Relationships.

Scout's Memories Last Lifetime

Scouting provides some of the most enjoyable experiences of youth.

Many fathers, who but a few years ago eagerly awaited their summer camp program, today reminisce as they watch their sons leave for camp.

The youths are among the 24,500,000 boys who have enjoyed the advantages of Scouting's membership, influence and values.

Add to this figure the adults who have served through the years, and you find a total of almost 30 million Americans who have worn the Scouting trefoil.

Scouts have hiked and camped and gathered round campfires. They have formed friendships and gone swimming and climbed mountains in company with fellow Scouts and leaders.

They have felt concern and have shared their skills with others and have done countless Good Turns.

Scouting does not work alone. It works with and through organizations and institutions—82,000 of them—in serving American boyhood. Institutions in small towns, large cities and crossroad communities participate.

The close-knit development of Scouting is evident by those who sponsor units: 62,363 sponsored by religious bodies; 35,587 units by civic, fraternal, veteran and community groups and 25,706 units by schools and PTAs and an additional 888 by miscellaneous and combined sponsorship.

The sponsoring units' fine civic and social spirit resulted in an enrollment as of Dec. 31, 1958, of 4,950,885 in the Scouting program.

So it is with pride that Scouting awaits its Golden Jubilee Year in 1960. The Jubilee Jamboree will be held in Colorado Springs, Colo., with special jubilee events in every council.

GN Pens Lignite Research Contract

A research program pointing toward the "marriage" of the two greatest mineral resources of North Dakota and Minnesota was disclosed in the signing of a contract between the University of North Dakota and the Great Northern Railway.

Objective of the research is development of a process in which North Dakota's vast reserves of lignite coal might be utilized to produce an economically marketable product from non-magnetic taconite iron ore. Immense untapped reserves of non-magnetic taconite exist in the western portion of Minnesota's famed Mesabi Range, largest iron ore deposit in the world.

Announcement of the two-year contract, under which the railway will provide an undisclosed sum for research at the university's Grand Forks campus, was made jointly by Dr. George W. Starcher, president of the University of North Dakota, and John M. Budd, president of the Great Northern Railway.

Beginning of the North Dakota program in August will mark the second phase of a 5-year research project authorized by Great Northern's directors in 1956, to be carried out by the Universities of Minnesota and North Dakota.

A contract was signed that year with the University of Minnesota, where work is progressing on the development of a non-magnetic taconite process.

While the process has not yet been definitely chosen, results have been encouraging and certain paths of approach to the large scale use of lignite have been apparent, according to officials associated with the project.

The newly-authorized lignite research will be conducted under the direct supervision of Prof. A. M. Cooley, head of the University of North Dakota's department of chemical engineering. The university has carried on research into the commercial utilization of lignite for many years, and its engineering staff has an extensive background of experience in this field.

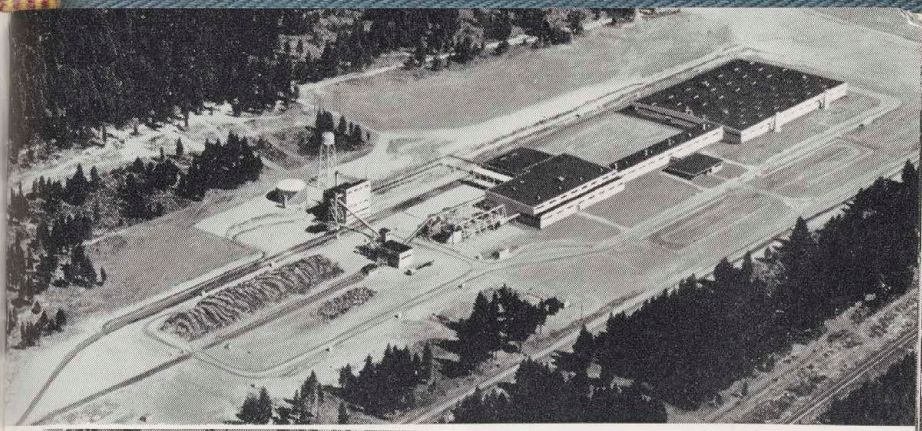
Great Northern's department of mineral research and development, headed by A. J. Haley, will actively participate in the project and act as liaison with the iron mining and lignite industries.

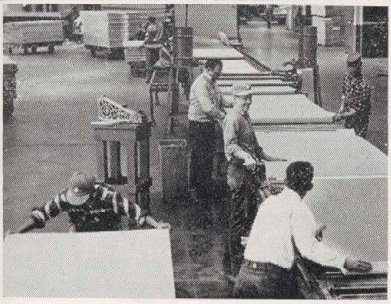
Commenting on the signing of the contract, President Starcher said: "It is my belief that this arrangement can be of great benefit to the lignite industry in North Dakota, to the University, and to the Great Northern, indirectly, if not directly. I compliment Great Northern, and all of those responsible for this grant, upon their foresight and civic mindedness."

President Budd expressed the belief that the accomplishment of the long-range research objective would be of vast benefit to the two states. He pointed out that the project was conceived as a public service for the good of the entire area, and that all results will be made freely available within the two states to further the regional economy.

Lignite reserves of western North Dakota are estimated at 350 billion tons—over three-quarters of the nation's supply of lignite, or about one-sixth of the total United States supply of solid fuel.

Although estimates vary on the extent of non-magnetic taconite in the Mesabi Range, reserves are known to be in the billions of tons.





The new Johns-Manville insulating board plant above, near Klamath Falls, Ore., utilizes Oregon lodgepole pine as its basic raw material. The end of the production line, left, shows the sheets of insulating board wrapped and packaged for shipment.

Lodgepole Pine Utilized By New Oregon Industry

The once-believed "comercially unprofitable" lodgepole pine is the base of a new industry near Klamath Falls, Ore., as the Johns-Manville Product Corporation of Oregon turned it into a new resource in the manufacture of quality insulating board products.

Gov. Mark Hatfield of Oregon officiated at opening ceremonies which gave the signal putting into operation the plant consisting of six buildings with 285,000 square feet floor space.

The new industry is designed to produce decorative panels and plank for ceilings and walls of both new and existing homes and other buildings, and acoustical ceiling panels which control sound in homes, offices, schools, hospitals and restaurants.

To round out the complete line, there is insulating board sheathing, building board and roof insulation including a new roof deck product which provides roof planking, roof insulation and inside finish in one operation.

The plant's location in the Klamath Falls area places it near an abundant supply of lodgepole pine and also near fast-growing markets for insulating board.

Under a long-term contract with the government, Johns-Manville will take more than 30,000 cords of lodgepole pine each year from the Fremont and Rogue River National forests.

The operation provides one of the first major commercial uses for this timber and makes a significant con-

(Concluded on Page 6)

Glacier, Pacific Northwest Travel Tops 1958 Figures

Travel to Glacier National Park and other Pacific Northwest points is surpassing 1958 totals, P. G. Holmes, passenger traffic manager of the Great Northern Railway, announced.

As an example, the Glacier Park Hotel house count through July 16 was 33,078 persons, compared to 25,330 for the 1958 period, he said.

Rail arrivals in the park also are ahead of last year's figures, Mr. Holmes added. Through July 16, 2,679 persons arrived at Glacier via GN, an increase of 553 for the comparable 1958 period.

A healthier increase will become evident after figures are available for the current, heavy-travel peak which includes many tours, he pointed out.

The passenger traffic increase is credited to the upgrading of Glacier's accommodations and major improvements in the park's lodges and hotels; additional convention space; improved train service and an upsurge in interest in the Pacific Northwest.

Glacier Park hotels are owned by the Great Northern and operated by the Knutson Hotel Corporation.

The GN streamliners, the Empire Builder and the Western Star, operate to the Pacific Northwest. The Western Star serves Glacier during the park season which ends Sept. 9.

5% Travel Tax Reduction Bill Signed by President

President Eisenhower signed into law a bill, that among other things, contains a provision that the 10 per cent excise tax on the transportation of persons be reduced to 5 per cent, effective June 30, 1960.

The Senate on June 25 voted for the repeal of the entire transportation tax, effective this year, but it accepted the 5 per cent reduction proposal.

Twin Ports Brochure

The Twin Ports of Duluth-Superior were the topic of a Great Northern Industrial and Agricultural Department brochure that was released to time with the opening of the St. Lawrence Seaway project.

It was presented by Mr. C. E. Finley, vice president, traffic department, of the GN, and Mr. E. N. Duncan, director of the Industrial and Agricultural Department, to civic leaders in Duluth and Superior.

Depicted are photos and facts on the area's industries and resources as well as cultural habits, transportation, power, water, etc.

Copies may be obtained from the department.

INDUSTRY—Conclusion

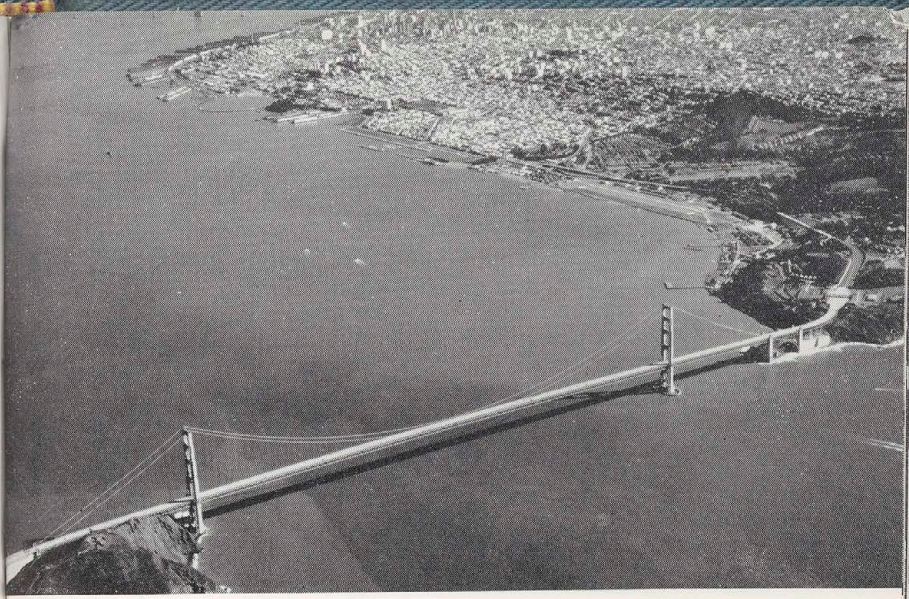
tribution to the economy of the area.

Company officials said the capacity of the insulating board plant is 100 million square feet per year on a five-day week basis.

Insulating board is a product resulting from the formation of tough pulpwood fibres into sheet form by wet processing, pressure and heat. The thousands of tiny air spaces trapped in the sheet together with the wood fibres create a structural board material with good insulating and noise-reducing values.

The materials-handling system includes the use of a large crane to service wood from the wood storage yard. The crane places the pulpwood onto a conveyor which starts the wood into the manufacturing process. Throughout the process, rollers, overhead cranes and conveyors transport the wood and wood fibre with little or no manual assistance.

Manager of the Johns-Manville Products Corporation of Oregon plant is W. H. Graham.



San Francisco Salutes Pacific Nations

Artists, dancers, businessmen, craftsmen and visitors from the 43 nations and states of the Pacific will be hosted by San Francisco as the city marks its second annual Pacific Festival.

Organized as an official project of the city in recognition of the people of the Pacific, the 10-day festival beginning on September 18 will feature the arts, culture and history of each country.

Special exhibits will be set up in the city's convention hall and displays will grace the city's museums and art galleries.

Dances of each country, colorful costumes and dress, and music and singing will mark the open-air programs in the heart of San Francisco's downtown.

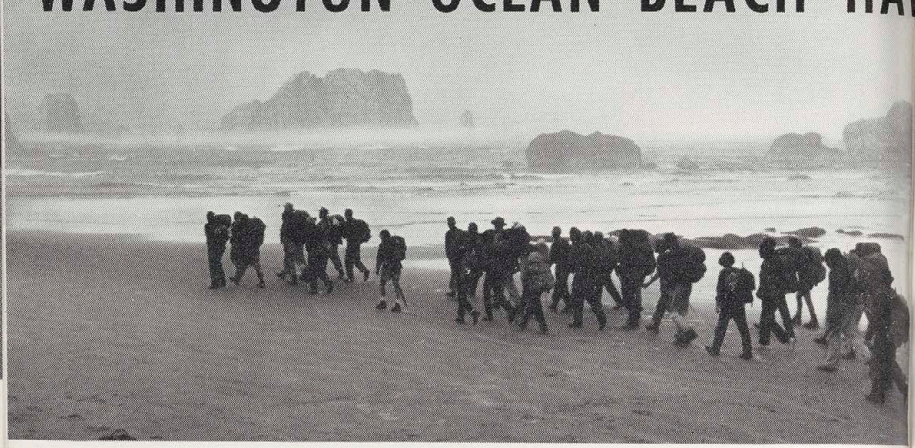
The ships that bring coffee, spices and exotic Oriental imports to this country will have an important part in the Festival—as will the goods they carry.

Pacific trade will be the subject of a full-scale show in the Civic Auditorium. On the waterfront, warehouses full of the commerce of the Orient will be open to visitors, along with the ships that brought them there.

The cosmopolitan city's regular attractions also will offer the tourist a variety of activities. Already considered by some authorities as the nation's leading center of home and home furnishing design, the Bay Area will exhibit its best at the San Francisco Bay Area Home Show opening during the Festival.

Topping the sightseeing possibilities are visits to the famed Chinese, Japanese, Spanish and Mexican, German, French and Italian communities which offer the best cuisine and quaint shops.

WASHINGTON OCEAN BEACH HAV



Hikers Encounter Sea, Sand and Surf.

Foggy mornings with hills and pines faintly outlined through the mist; warm, humid days with the surf pounding onto the beaches, and still, silent evenings with late sun shafts streaking through leaves and moss are but a few of the pleasant experiences encountered by hikers along the famed beach in Olympic National Park in Washington State.

Many Washingtonians admit the state may never hope to match Oregon's famous ocean drive, but the ocean hiking beach in Washington is the best in the nation.

Attention was drawn to the beach last year when Associate Justice of the U. S. Supreme Court William O. Douglas led a group of 70 persons and members of the press on a three-day hike along the ocean strip.

He is an advocate of keeping the shoreline from La Push to Cape Flattery, Wash., a true wilderness. But tourist agencies and other private individuals hope for a shoreline road.

Preliminary surveys of the area have been made by the Washington State Highway Department but no decisions have been made.

Hiking along the ocean beach is popular, varying from short strolls from La Push and Klaloch beaches to the three-mile trail from Lake Ozette hiked by 7,200 persons in one year.

There also is the two-mile trail to the second beach near La Push. Last year, 350 made overnight trips camping under tarpaulins or under lean-tos made from driftwood.

The beach is not all easy walking.

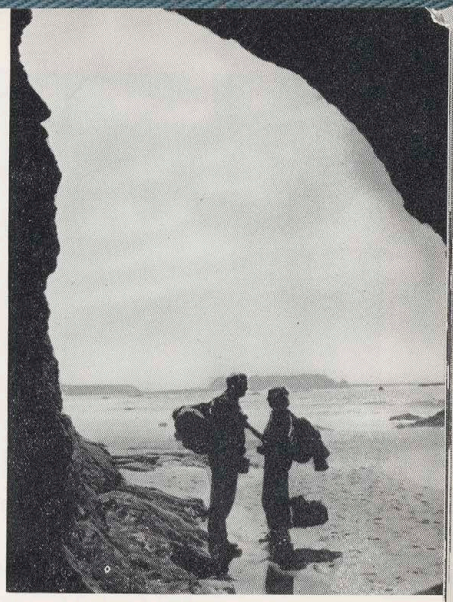
AWN FOR HIKERS

There are long stretches where many of the boulders are covered with slippery seaweed. There are places where hikers can walk only at low tides.

Bushwhacking over the points of land is almost impossible because of dense undergrowth, often six to 10 feet high.

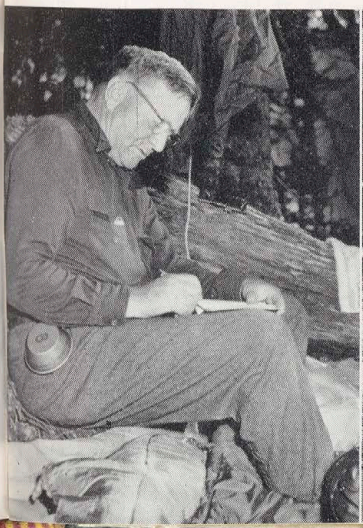
Beach campers find sufficient wood for campfires and water for cooking. They only need to carry food, sleeping bags and tarpaulins and warm clothing for foggy mornings, raincoats and sturdy walking shoes.

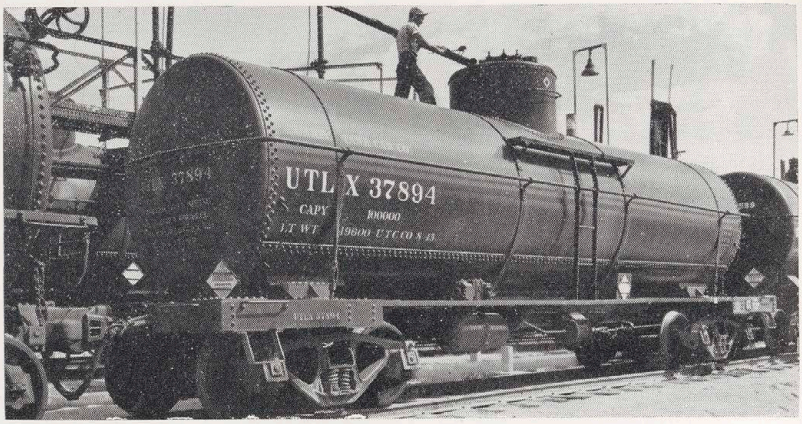
Weather is best for hiking in summer, but freezing weather is a rarity along the ocean so any clear day in winter also is favorable for hiking.



Standing in a natural archway on the beach, top photo, Mrs. Douglas adjusts her husband's pack strap. There is nothing more conducive to a good appetite than a day's walk. Justice and Mrs. Douglas and friends prepare supper in lower photo.

Associate Justice William O. Douglas pens a note on the day's hike before retiring.





Typical of Great Northern Railway's oil transport equipment is this 10,000-gallon tanker shown being loaded. The Union Tank Car Company car is one of many in use today by the GN in North Dakota.

Oil Industry Marks 100th Year

It was on August 27, 1859, that Edwin L. Drake, a retired railroad conductor, struck oil at Titusville, in western Pennsylvania.

A New Haven, Conn., banker hired Drake to investigate the firm's Titusville property. One of the man's qualifications for the job, incidentally, was that he possessed a pass that allowed him to ride free on eastern railroads.

When Drake finally began operations, he encountered difficulty in obtaining workers with sufficient zest for experiment to abandon the primitive method of producing oil by digging trenches and collecting the seepage.

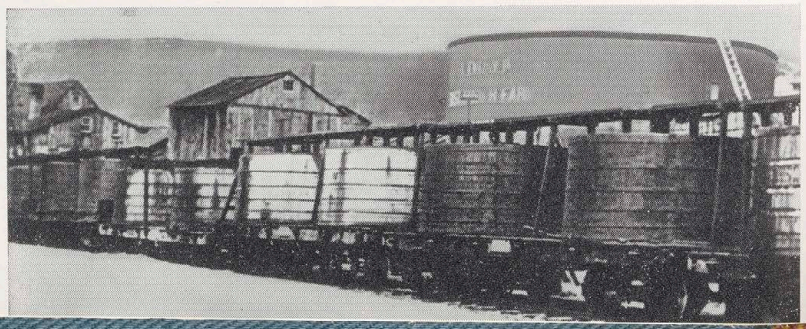
When he tried digging a pit and almost drowned the workmen, he conceived the idea of drilling for oil.

Drake also thought of putting a casing or pipe in the drill hole to prevent surface waters from issuing.

Beset by various difficulties, townspeople soon dubbed the project "Drake's Folly," and when the drill slipped into a rock crevice and stuck, the tools were withdrawn and orders were received to abandon.

(Concluded on Page 12)

The first railroad tank cars were wooden tanks mounted on conventional flatcars. A few years later, American ingenuity brought forth the more efficient horizontal-type car similar to those used today.



How Now?

Irksome Passenger: "What happened, conductor?"

Conductor: "Nothing much—we ran over a cow."

Irksome Passenger: "Was it on the track?"

Conductor: "No, we chased it into the barn."

* * *

Name The Tune

The teacher played the "Star Spangled Banner" and asked a student to identify it.

"That's easy," Johnny said.

"What is it?" the teacher asked.

"It's what they play every Friday night on TV just before the fight."

* * *

Lip Service

Cute Steno: "Your wife wants a kiss over the phone, sir."

Boss: "Take the message. I'll get it from you later."

* * *

Holding Game

Cleo: "I went out with that new mechanic last week and all we did was wrestle."

Fay: "Oh, that's too bad. Did you tell him off?"

Cleo: "Yeah. And now that I read his rich uncle died and left him all that money, I'm gonna call him up and ask him for a rematch."

Cutting Remark

A patient recovering from an operation asked his doctor why the blinds were drawn in the room.

The doctor replied: "Well, there's a fire across the street, and I didn't want you to wake up and think your operation was a failure."

* * *

Legacy

"Do you think your daddy will be laid up very long with his injured leg?" the woman asked.

"Oh, yes, I think so," the boy replied. "Compensation's set in."

* * *

Food For Thought

Cannibal Chief: "What did you do for a living?"

Victim: "I was an associate editor, sir."

Cannibal Chief: "Cheer up. Tonight you will be editor-in-chief."

* * *

High and Dry

An airlines passenger noticed a parachutist floating past the window.

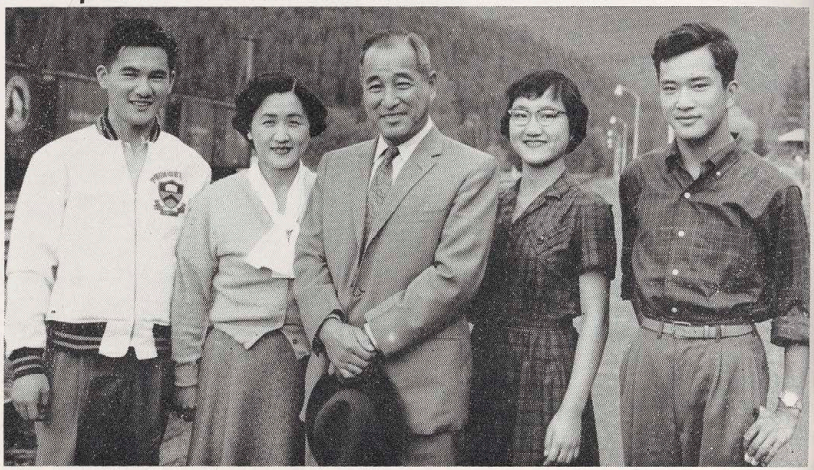
"Want to join me?" the man asked.

"Not on your life. I'll stay right here," the passenger said.

"Suit yourself," the parachutist said, "but I'm the pilot."

GREAT NORTHERN—SWIFT, SAFE, SURE

Japanese Ambassador At Glacier Park



Meeting at West Glacier, Mont., are members of the Japanese ambassador's family. Shown from the left are son, Toshio; Mrs. Asakai; daughter, Akiko, and son, Kazuo.

It was a happy reunion for the Japanese Ambassador to the United States and his family when they met recently at West Glacier, Mont.

Ambassador Koichiro Asakai had flown from Japan to Seattle and had taken the Great Northern Railway's Western Star to West Glacier.

His family arrived from Washington, D. C. They were to meet at East Glacier, but Mr. Asakai's plane was late over the Pacific so the family met at West Glacier a day later after the wife and children spent the extra day driving through Glacier National Park.

OIL CENTENNIAL—Conclusion

However, the following day, within a few feet of the top, a dark-green liquid bubbled and frothed. Several gallons of oil were lifted to the surface and "Drake's Folly" was a dream come true.

With the widespread exploration for oil, transportation became one of the main problems.

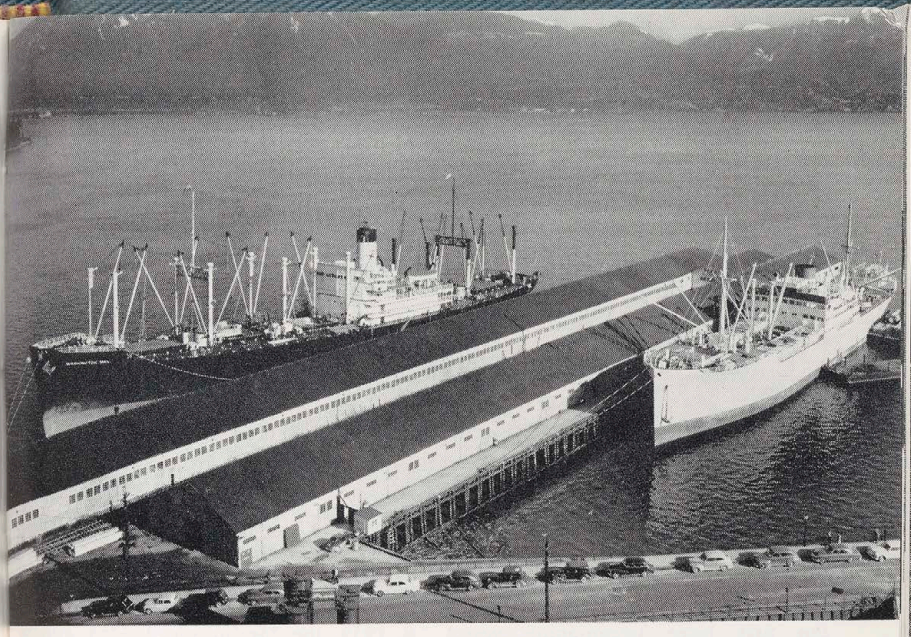
Railroads thrust their spurs into every oil town, but it was a few years before the first tank car was made.

Builder of the first oil tank car was Amos Densmore. In 1865, transportation facilities from the Pennsylvania oil fields were overloaded. Densmore, a buyer-shipper, found it difficult to get his shipments out on schedule.

He solved the problem by developing a bulk transport system.

He built two, 1,700-gallon wooden tanks upright on a railroad flatcar. Such tanks soon replaced the leaky wooden barrels that had been used to ship oil to refineries via wagon and flatboat.

Later, innovators replaced the two wooden tanks with one horizontal metal cylinder topped by an expansion dome to prevent leakage. This is the design used today for approximately 163,000 tank cars that ply America's railroads.



Vancouver, B. C.—

Canada's Gateway to the Pacific

The major Canadian western port is Vancouver, B.C., which is aptly termed "Canada's Gateway to the Pacific."

The ice-free port has an easy access to the Pacific Ocean via the Straits of Georgia and Juan De Fuca, and it is through these waterways that much of western Canada's products and natural resources find their way to the ports of the world.

Boasting a minimum depth of 37½ feet that is being deepened to 40 feet, the scenic port comprises nearly 50 square miles with approximately 100 miles of shoreline of which a major part still is available for future needs of shipping and the port.

Private interests have shared more in the development of the port than they have in the other ports that are under the jurisdiction of the National Harbours Board.

Nevertheless, the board's facilities are valued at 29 million dollars and require an annual maintenance of between $200,000 and $250,000.

The biggest impetus to port business occurred in 1914, with the opening of the Panama Canal. The growth continued since then until today more than 60 deep-sea steamship lines maintain regular services from Vancouver to the Orient, Australia, New Zealand, Central and South America, Continental Europe, the United Kingdom, South Africa and the Atlantic Coast.

Major port facilities are located on the south shore of the harbor. The

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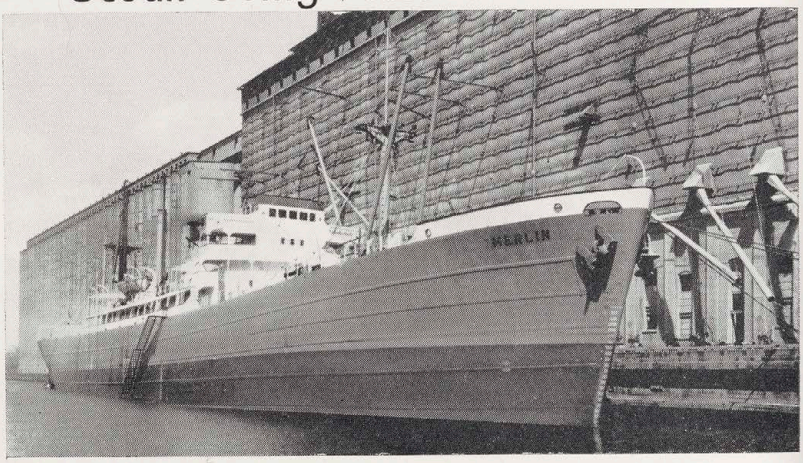
YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Ocean-Going Vessel at GN Elevator



Manned by a Greek crew and flying the Liberian flag, the S. S. Merlin was the first large ocean-going vessel through the St. Lawrence Seaway to take on a cargo at Great Northern Railway's Elevator S, operated by Archer Daniels Midland, Company.

Docking at Superior, Wis., on May 8, 1959, the Merlin was loaded with 250,000 bushels of wheat for the United Kingdom.

PORT OF VANCOUVER, B. C.—Conclusion

north shore is highly industrialized and the dockyards and ship-repair facilities also are located in the region.

Vancouver's port boasts 105 berths, 21 transit sheds, seven grain elevators, three refrigerated warehouses, cranes, repair facilities including floating dry docks, bunkering, towing facilities and railway service including that of the Great Northern.

Figures supplied by the National Harbours Board in its 1958 annual report reveal that there were 30,123 vessel arrivals and 29,735 departures for that year. Of these, 1,467 were deep-sea or ocean-going commercial and 28,656 were coastal or inland commercial, including fishery. Departures list comparable figures.

Cargo tonnage unloaded from and loaded to vessels during the calendar year show 1,020,507 inward, and 5,280,253 outward tons for a total of 6,300,760 tons in the foreign classification, and 3,388,647 inward, 1,040,-224 outward tons for a total of 5,328,871 tons in the domestic classification.

Total tonnage for 1958, for both inward and outward movement, totaled 11,629,631 tons.

Among the commodities shipped in general order of importance were grain; logs, masts, piling, poles, posts, etc.; sand and gravel; lumber and square timber; petroleum, oil and fuel; gasoline; pulpwood, flour and wheat; motor vehicles and parts; newsprint; cement; hog fuel; raw sugar; machinery and parts; coal; rock and stone; asbestos, groceries and fish.

Minneapolis Aquatennial royalty and officials participated in American Visitor's Week in Winnipeg recently and were greeted by that city's officials. From the left are Randy Merriman, Aquatennial commodore; Mayor Stephen Juba of Winnipeg; Mayor P. K. Peterson of Minneapolis; Aquatennial Queen Sharon Bigalke, and Harold Wainwright, general chairman of the Winnipeg celebration.

Aquatennial Royalty Gets Regal Greeting At Winnipeg Fete

Mayor Stephen Juba of Winnipeg headed a group of local residents in welcoming Minneapolis and Aquatennial officials who attended the opening of American Visitors Week.

Leading the Minneapolis delegation which traveled via the Great Northern's Winnipeg Limited was Mayor P. K. Peterson and Aquatennial Royalty Queen of the Lakes Sharon Bigalke, Commodore Randy Merriman and Aquatennial President Ray Malmquist who also is fire chief of Minneapolis.

Other Aquatennial representatives included Princesses Barbro Eriksson and Mary Olson as well as a group of Aqua Jesters.

The group was feted by Winnipeg officials, participated in the Grand parade and attended the opening of Winnipeg's Red River Exhibition.

Following the first day's activities, the Aquatennial group visited the Shrine Hospital for Crippled Children and made appearances at the Little League Baseball game and the race track.

Parading through Winnipeg's loop were drum and bugle corps and marching units from Manitoba and the neighboring states of Wisconsin, Minnesota, and North and South Dakota and other points.

The Red River Exhibition Grounds featured thousands of exhibits, musical competitions and concerts, games, fat stock judging and sale and the Royal American Shows.

GREAT NORTHERN—GREAT WAY EAST OR WEST

FORM 6009—8-59 PRINTED IN U. S. A

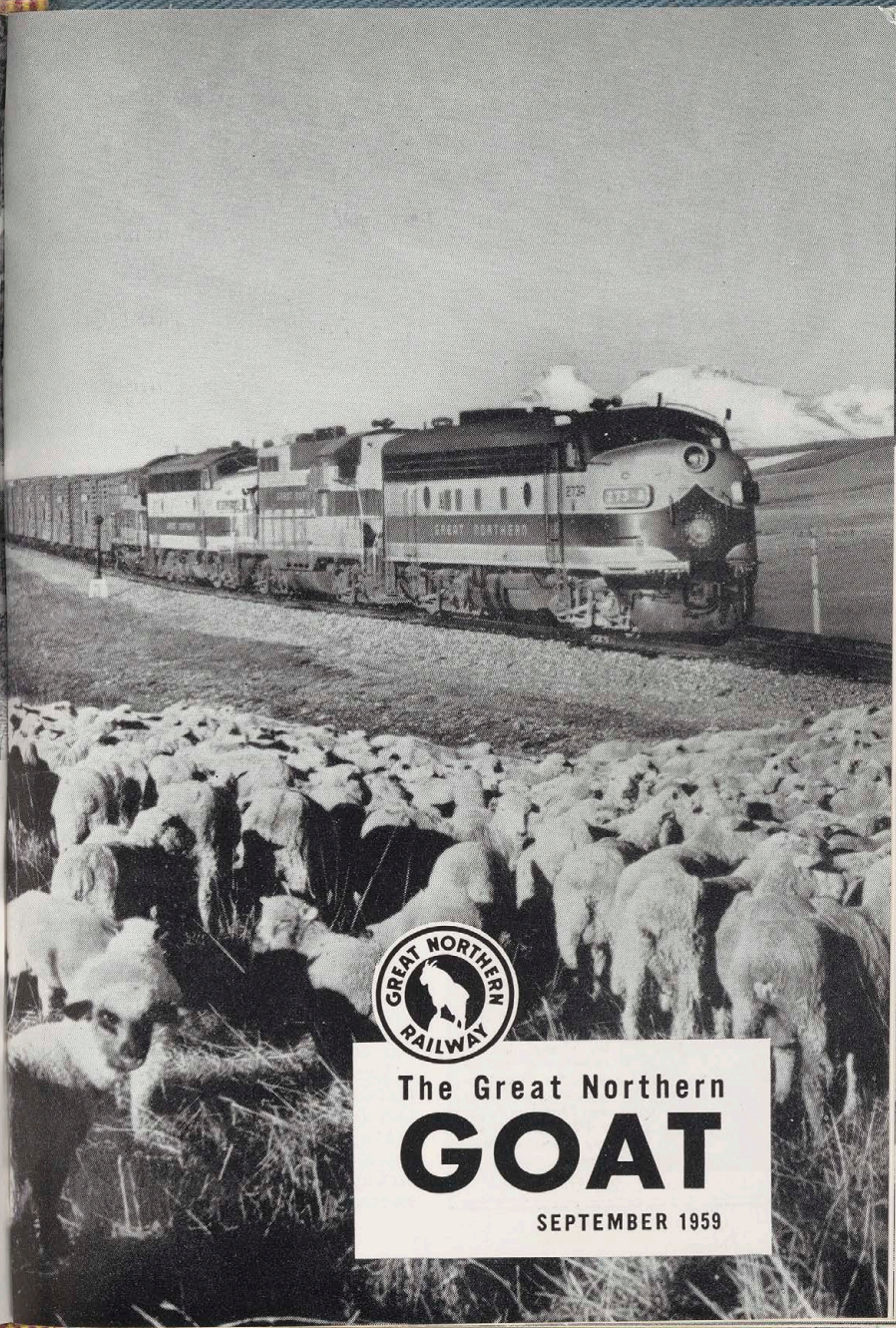
GLACIER

NATIONAL PARK IN THE MONTANA ROCKIES

Spend a cool vacation in wondrous Glacier. Hiking, riding, fishing, golf; majestic scenery. Lofty, snow-splashed peaks, ancient glaciers, plunging waterfalls. Fine hotels, superb food.

GREAT NORTHERN RAILWAY

GO DIRECT—GREAT NORTHERN'S STREAMLINED WESTERN STAR



The Great Northern GOAT

SEPTEMBER 1959

The Great Northern GOAT

Vol. 29 September, 1959 No. 9

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DAN MUSCH, Editor

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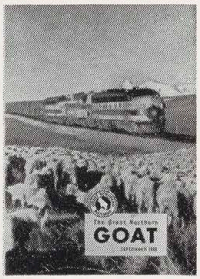
The Goat's Cover



Reminiscent of Wild West days when buffalo occasionally stopped trains, this Great Northern Railway stock car train appears blockcaded by sheep, but in reality, is halted while the sheep are unloaded. — *Cover and Photos on Pages 9-10 Courtesy Hungry Horse (Mont.) News.*

Your Railroads

In an all-out test of survival, railroads could mean the difference between victory and defeat, Daniel P. Loomis, president of the Association of American Railroads, told Congress recently.

Appearing before the House Armed Services subcommittee, Loomis termed the 22,000-mile rail system one of America's greatest defense assets and said railroadmen will deliver superhuman effort to keep the trains rolling in any new emergency.

Though the great terminal centers are destroyed, as it is predicted some may be, the industry will recover as no other carrier can; and when gasoline and rubber supplies diminish and other traffic grinds to a halt, railroads again will do their best to take up the slack, he said.

Rail capacity has been hit hard by the rising tide of government-aided competition. He appealed for drastic public policy changes to enable railroads to build up greater strength and capacity for both peace and war demands.

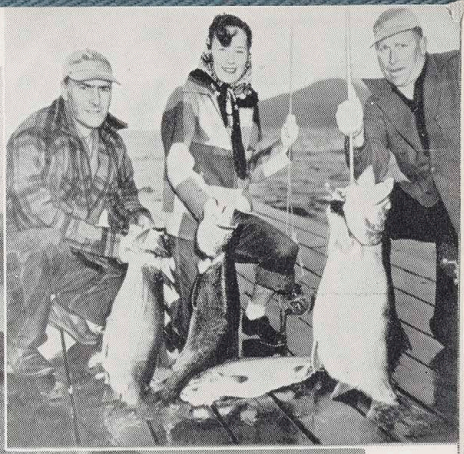
Stating that the railroads neither seek favoritism, charity nor handouts, the speaker said they want nothing more than equal treatment from government and a fair chance to compete for business on the same terms as other carriers.

Despite the postwar capital expenditures totaling 14 billion dollars, railroads do not have the reserve equipment that existed in 1940, to meet the swollen traffic demands war would bring, he warned.

The most serious situation, exists in passenger car ownership which has declined by one-third since 1944.

Even if all military passenger requirements can be met, as the military believes, Loomis pointed out, the grave question of where civilian travel diverted from highways and airways would go remains unanswered.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



The thrill of catching the big ones is almost an everyday experience for visitors to Idaho's famed Panhandle fishing area. A woman angler, above, beams as she lifts a 27-pound, 12-ounce, Kamloops rainbow trout she caught. The group on the right displays a day's catch of mackinaw trout from Priest lake. The largest of the catch is in the 40-pound class, a size most anglers find ideal for mounting in recreation rooms.

Idaho's Waters Lure Anglers

If you want your name to appear with the "select" anglers in fish annals, you'd better pack your fishing gear and head for Idaho's famous Panhandle area.

Because it is there many of the continent's fishing records are made in the rainbow trout and mackinaw classifications.

Following a good spring opening, the prized denizens of the deep rest during the summer months and are up and at the lures again in October and November before the season ends on Nov. 30.

Greatest attractions in the area are the Big Three lakes, the Pend Oreille, Priest and Coeur d'Alene, all served by the Great Northern Railway.

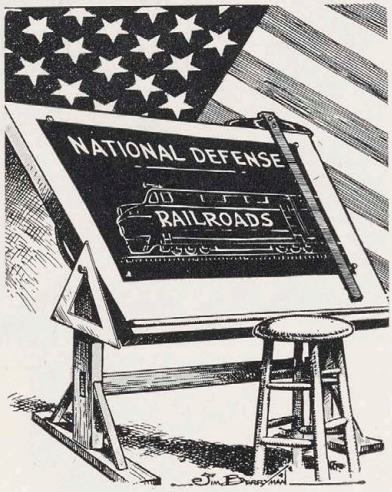
The Moyie, Coeur D'Alene, St. Joe, St. Maries, Spokane and Kootenai rivers are but few of the streams anglers also find profitable. Numerous other lakes other than the Big Three dot the colorful countryside.

Sports associated with a water playground, such as swimming, boating and water-skiing are popular in all areas.

Idahoans are proud because many of the record fish catches occurred in

Concluded on Page 4

ESSENTIAL TO THE PLANNING



IDAHO FISHING—Concluded

their backyards and are officially listed in the Field & Stream magazine annals.

A few of them include: in 1958, nine of the largest rainbow trout caught in North American waters came from Pend Oreille. The largest was a 33-pound, 4-ounce monster. All the rainbows were between 29 and 33 pounds.

The largest rainbow trout caught on spinning rackle in North America in 1958 also came from Pend Oreille. It weighed 20 pounds, 4 ounces, and was taken on a 6-pound test line.

Four of the largest mackinaws caught in North America for the year were registered out of Priest Lake. They ranged from 44 to 49 pounds.

Priest lake's biggest mack in recent years was a 53-pounder and Pend Oreille's largest rainbow is the 37-pound world record fish caught in 1947.

Idaho is only 46 miles wide in the Panhandle, but it is packed with tourist attractions and famous scenery. In the area is one of the world's largest lead, silver and zinc producing sites.

Guided tours of mines and huge smelters are tourist attractions. Visitors also have the opporunity to try their luck at gold-panning in the area of one of Idaho's early-day gold mining rushes.

From the Great Northern's streamliners, the Empire Builder and Western Star, the tourist may view the majestic scenery of Idaho and its wildflowers, big game animals, upland birds and migratory waterfowl.

Ducklings Miss Train, Thanks to Freight Crew

(Reprinted from the Cedric Adams column of the Minneapolis Star.)

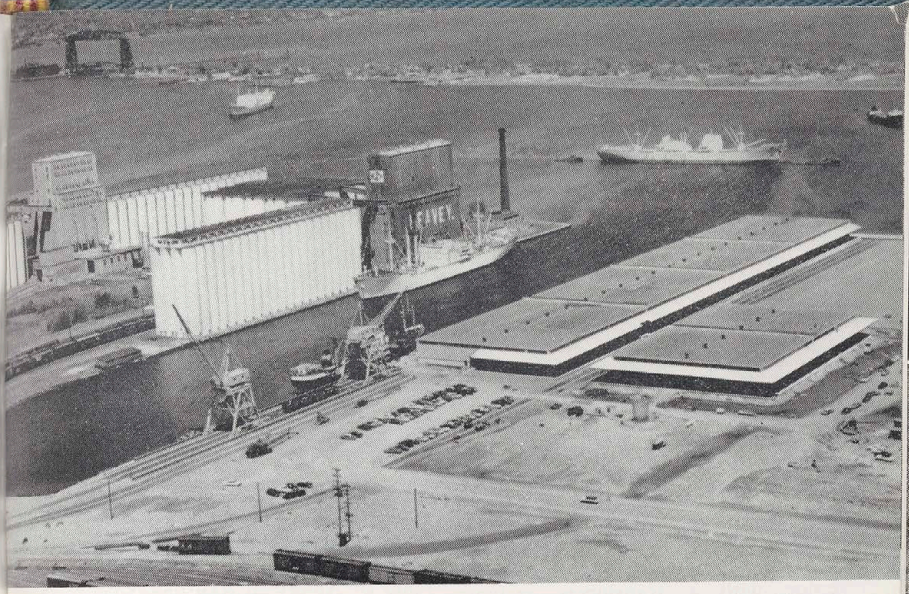
Great Northern traveling engineer George W. McElhinny (if that's the wrong spelling, George, it was your writing that did it) was riding with the crew of a local freight recently out of Havre, Mont.

At Devan, there was a bit of unusual activity up near the engine. The freight was on a siding waiting for the Empire Builder to pass. At that moment, a mother duck and her brood of eight youngsters had decided that a reservoir on the other side of the main line looked like especially good swimming.

Mama duck hopped over the rails, but the ducklings had to search out places they could scoot under, between the ties. Some of the little ones were having great difficulty in finding open spaces that would accommodate them.

That was when the train crew went into action. The engineer, firemen, conductor and two brakemen rushed to their aid, caught the troubled little guys and deposited them on the proper side of the track where they had clear access to their mother.

The last one scooted off into the grass just as the Empire Builder roared by. Five kind-hearted railroaders, eight frightened ducklings and one relieved mama duck.



The Seaway port of Duluth is shown in this aerial view. The new terminal building is at the right.

Seaway Port of Duluth Dedicated

Thousands of Minnesotans and Wisconsinites attended the formal dedication of the Seaway Port of Duluth in July.

The gala event, based on the theme, "Where the Prairie Meets the Sea," celebrated the opening of the port which will serve 8 million persons in Duluth's 11-state trade area, covering nearly one-fourth of the nation.

The dedication had regional, national and international significance because the Port of Duluth now offers access for deep-draft ocean vessels into the heartland of America.

Visitors made self-guided tours of the port facilities.

Among the groups appearing in the parade through the City of Duluth was the Willmar, Minn., High school band which was led by Sheryl Bjornberg, majorette.

There were more than 100,000 persons viewing the parade.

Lem Brown, Wenatchee, Heads Apple Group

The International Apple Association meeting in Seattle elected Lem Brown, Wenatchee, Wash., president of its organization.

S. M. Cohodas, Ishpeming, Mich., was reelected treasurer.

Five new members elected to the board of directors are J. A. Hauser, Biglerville, Pa.; Robert Cochran, New York City; Herbert Frank, Yakima, Wash.; E. J. O'Neill, Ayers, Mass., and Ted Sprague, Plymouth, Mich.

Fred Burrows, Washington, D. C., is executive vice president of the organization.

Along the Great Northern

(This article is one of a series on the Mineral Research and Development Department of the Great Northern Railway.)

Barite or barytes, naturally occurring barium sulphate and the principal commercial barium mineral, has been mined in the United States since the middle of the 19th Century.

It was known in ancient Europe as heavy spar or gypsum ponderosum. The name barite is from the Greek word meaning heavy.

Deposits in the United States are numerous and widely distributed, and often occur in beds or as veins in rock.

It is a heavy, soft, but brittle material ranging from white to red in color with a translucent resinous luster.

Barite's great weight—it is about 4¼ times as heavy as water—is its most distinguishing characteristic and is the reason for its most important commercial use.

More than 80 per cent of the barite consumed in the United States in 1957 was used in oil well drilling. Finely ground barite is dispersed in the "mud" circulated through the drill where it provides the weight needed in the drilling process.

The barite provides the weight necessary to enable the "mud" to carry the drill cutting up and out of the hole and prevents the caving of the sides of the hole. It also prevents "blowouts" when high-pressure gas is encountered.

Consumption of barite in oil well drilling has grown from 127,000 tons in 1938, to 565,000 tons in 1948. The estimated tonnage for 1958 is 1,300,000, a considerable increase.

Barite is also used in the production of barium chemicals. Nearly 100,000 tons have been used for this purpose annually in recent years.

It is used with zinc in the production of lithopone, a paint pigment; as a filler in ink, oilcloth, linoleum, rubber and brake linings; as a flux in glass; in steel melting and as a glaze for ceramics. Barium metal is used in spark plugs and electronic tubes. In the latter, its high rate of electron emission is utilized.

Numerous barite deposits occur in Great Northern territory in northeastern Washington and northwestern Montana, and small shipments of high-quality lump ore have been made.

Several lower grade but seemingly large deposits remain to be developed and are being brought to the attention of potential producers.

Faricy Named

William T. Faricy, former president and chairman of the Board of Association of American Railroads, has been named the railroad representative on the advisory committee that is to cooperate with the Senate and Interstate and Foreign Commerce Committee in its study of various problems facing the transportation industry.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

BELLINGHAM, WASH.—

Port Keyed to Lumber, Food

The world's ships coming to the Port of Bellingham are tied to piers skirting a growing industrial zone along Great Northern's Coast Line.

This port district actually is made up of three cities within Whatcom County, Washington.

The Bellingham harbor is the major deep sea facility.

At Blaine, Wash., on the Canadian boundary, the Port Commission is expanding dockage facilities for the North Pacific fishing fleet and creating new industrial areas along tidewater which fronts on GN's line linking Seattle and Vancouver, B. C.

The third port activity is at Point Roberts, the only portion of the U. S. which cannot be reached by land except through Canada.

Fishing and pleasure boat moorages are being expanded at that increasingly important tourist center for Americans and Canadians.

Bellingham, a lumbering center since the 1870's, has been gaining as a pulp and paper milling city. Plans for port improvement and industrial expansion have been charted by the commission for the next two decades.

Current projects include enlargement of the port's frozen food facilities to handle the area's share of the vast Pacific fishery, as well as the vegetable and berry crops of Whatcom County's adjacent farmlands.

Bellingham's waterway progress will change the appearance of the area shown in the photograph when plans now mapped have been completed, according to port officials, who predict the accomplishment within a decade.

The importance of the pulp and lumber resources to the port is evident by the extensive log rafts in the harbor area that are destined for local and foreign mills.

SHEEP TRAIN HA

Dotting the foothills of the Montana Rockies, sheep scamper for fresh grass and water after the trip.

HALS STOCK TO THIRD SPRING

A herd of 12,000 sheep are grazing on their third crop of spring grass this year near Glacier National Park.

They were shipped via the Great Northern Railway in early June in double-deck stock cars from Arlington, Ore., after their first spring feeding land near the Columbia River browned with the coming of warm weather.

Part of the trainload was unloaded at a siding between East Glacier Park and Browning, Mont., and the remainder at Browning.

The animals are owned by the Krebs Brothers of Arlington and Mervin DeRuwe of Starbuck, near Walla Walla, Wash.

The DeRuwe land holdings of more than 35,000 acres are leased or owned on and near the Blackfeet Indian Reservation in the Glacier Park area.

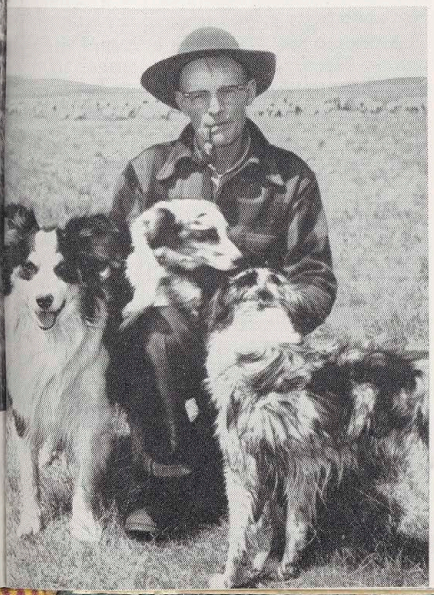
The sheep enjoyed their "second" spring grazing on the Montana prairies and now are on their "third" spring grazing in the Montana mountains. DeRuwe has three Lewis and Clark National Forest grazing permits.

Sheep seen grazing in the Glacier Park area are probably those of DeRuwe. The animals run in bands of 2,000 each and are accompanied by a sheepherder and three dog aides.

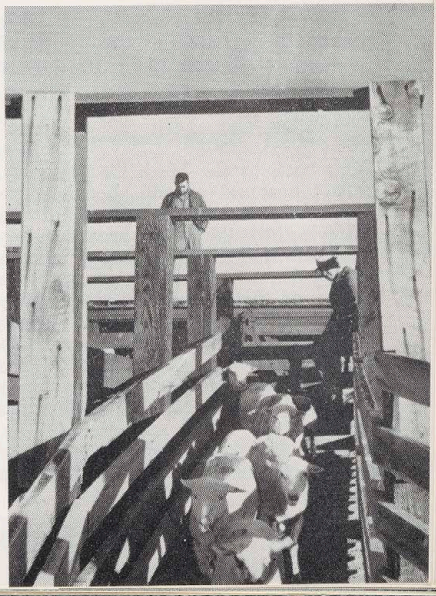
The specially-trained dogs capably round up straggling sheep and force

Continued on Page 10

Seasoned sheepherder, Atwell Hardesty, has been on the job for 21 years. With him are his dogs.



Two herdsmen take count of the stock as they leave a Great Northern stock car in the Montana Rockies.



Queen Greets Music Man

Welcoming Herman Kenin, president of the American Federation of Musicians, and Mrs. Kenin in the King Street Station, Seattle, as they step out of the Empire Builder is Queen of the Seas Judy Paulson, official greeter for Greater Seattle and the Seafair.

The Kenins were part of a large contingent attending the national convention of American Federation of Musicians.

SHEEP TRAIN—Conclusion

them back to the herd. Occasionally, only the sound of the sheepherder's whistle sends the straying animals scurrying to the fold because they are conditioned to expect the dogs shortly after the whistle sounds.

One of the herders is Atwell Hardesty, who tends 2,000 sheep. He has been herding since he was 12, and began working this year on May 22. He will stay with the flock through early October, walking at least 10 miles a day.

Three spring feedings are beneficial to the sheep—and particularly to the owner. DeRuwe said his average lambs weigh 105 pounds by August compared to 75 pounds or so for feeder lambs born and raised on the Montana prairie with one spring.

The majority of his lambs are sold as fat lambs. Marketing is from Browning in the fall. About 6,000 breeding ewes are returned to Washington State about Thanksgiving for the winter.

There he has 12,000 acres of land including 650 under irrigation and 1,000 acres in dryland farming.

Thomas Balmer, Retired GN Vice President, Dies

Thomas Balmer, 71, a retired vice president of the Great Northern Railway, died in his Seattle home on Aug. 2 after a year's retirement.

He joined the GN as a stenographer in 1907, and in Seattle in 1937, was elected vice president, executive department of the railway.

Mr. Balmer was an effective representative of the GN in the business, civic and cultural affairs of the Pacific Northwest.

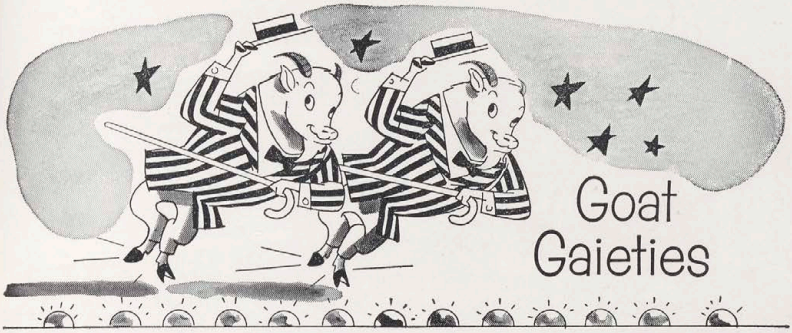
Among his various accomplishments, Mr. Balmer was a member of the University of Washington Board of Regents for 25 years.

Army Piggyback Savings

Substantial savings in pilferage and handling damage justify trailer-on-flatcar operations for use by the military, it was pointed out recently.

The statement was made in an Army Transportation Corps report.

The report presented a survey of current domestic commercial trailer-on-flatcar methods stating that "savings in handling costs alone are estimated at $6 per ton for a 10-ton trailer load over a distance of 300 to 400 miles."



Goat Gaieties

Poor Shot

Mother: "When those bad little boys threw rocks at you, why didn't you come and get me?"

Son: "Gee, Ma, you couldn't hit the side of a barn!"

* * *

Heaven Sent

A minister, returning from an early-morning sick call, noticed a parishioner staggering home from the local pub.

"Let me help you to the door," he told the man.

At the door, the tipsy man urged the reverend to come in, but the cleric begged off because of the late hour.

"Pleash, revren, jusht for a minute," he asked. "I want my wife to see who I been out with tonight."

* * *

Rest Haven

A motorist and wife touring through hillbilly country, stopped at a one-pump gas station and the woman asked if there was a rest room on the premises.

"No, ma'am, there isn't," replied the gas man, "but you'll find a mighty comfortable rocker up there on the porch."

* * *

Cheaper by The Dozen

Angry Wife: "Why on earth did you buy two elephants!"

Hubby: "The man said he wouldn't break the pair."

Fowl Deeds

A scientist invented a serum that brought life to lifeless objects and tested it on the statue of a great general in the park.

The general's arms and legs began creaking and he jumped from his pedestal.

Overjoyed, the scientist asked: "I have given you life. Now what is the first thing you are going to do?"

"Shoot about a million pigeons," the general said.

* * *

Gushing Note

Lillian: "My boy friend is drilling for oil, but he had to stop work for a few days because of a strep throat."

Millie: "Have you written to him?"

Lillian: "No, but I sent him a Get Well card."

* * *

Ungracious

One blistering, hot day when they had guests for dinner, a mother asked her 4-year-old son to say grace before the meal.

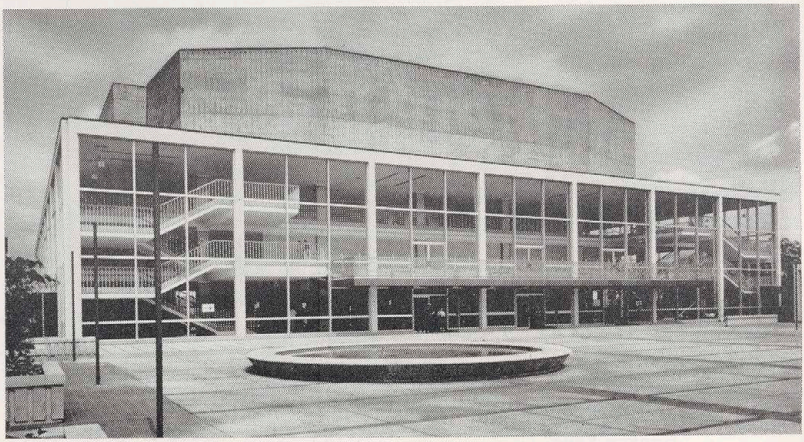
"But I don't know what to say," the boy exclaimed.

"Oh, just say what you heard me say," the mother replied.

Obediently, the boy bowed his head and murmured: "Oh, Lord, why did I invite those people here on a hot day like this?"

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Vancouver, B.C., Opens Auditorium



A new Civic Auditorium in Vancouver, B.C., comprises nearly a whole city block in the heart of the downtown area and is the most modern in Canada.

Its theatre was officially named the Queen Elizabeth Theatre by Her Majesty Queen Elizabeth when the monarch recently visited the city.

Planning for the new civic building began in 1924, but it was in 1946, that the Community Arts Council was formed with a new Auditorium as its objective.

The building is air-conditioned. The theatre is equipped with ultra-modern electronic stage lighting and sound. There are approximately 25,000 square feet of lounge and lobby area and a spacious restaurant with a capacity for 200 is provided.

Below the theatre's three-story-high glass facade lies a promenade plaza of 20,000 square feet of colored tiles. Beneath the plaza is a two-tiered subterranean parking garage for 300 cars.

The theatre stage is the biggest in Canada and its apron is electronically-controlled and operates at various heights.

Vancouver's Civic Auditorium is designed for a wide variety of uses: Concerts, stage plays, musical comedies, ballet and opera.

Conventions, meetings and political rallies only are limited by the auditorium's 2,800 seating capacity. The theatre may be converted into a concert hall by the lowering of a four-ton orchestra shell.

Springs' Photography Stars in Book on Mountains

A new book, "High Worlds of the Mountain Climber," published by the Superior Publishing Company of Seattle, is one of the most intriguing modern volumes on mountaineering.

Matchless photography by Bob and Ira Spring combined with text by Harvey Manning makes the book a must for both mountainers and lovers of the mountains.

It is the first comprehensive book of the Northwest peaks.

Completing arrangements for new credit service for the Great Northern Railway with the American Express Company are from the left, Clark B. Winter and J. A. Smith, both of New York, vice president and assistant comptroller, respectively, of the Express agency, and P. G. Holmes, GN passenger traffic manager. On September 1, the railway began honoring American Express Company credit cards permitting direct charging of transportation and other purchases. The railway also will continue identity with the Rail Travel Credit Agency.

Glacier Park Chosen Site Of 1960 Governors' Meet

The executive committee of the Governors' Conference announced from San Juan, Puerto Rico, where the current 1959 meeting was held, that Glacier National Park will be the site of the 1960 conference.

Dates of the assembly will be June 26-29 at the Many Glacier Hotel.

Governor J. Hugo Aronson of Montana said the conference will bring the most distinguished gathering in the state's history.

Special importance to the meeting was implied by the governor when he said the conference will precede both political conventions.

Because 1960 is an election year and many governors will be favorite son candidates for presidency, much political activity is expected.

Glacier National Park will observe its golden anniversary next year. It was on May 11, 1910, that President Taft signed the bill making the area a national park.

500,000th Glacier Park Visitor of 1959 Clocked

By mid-August, the 500,000th visitor entered Glacier National Park, officials announced.

Because of the generally inclement spring, Glacier had a slow opening. But during July, 1959, 284,095 persons entered the park making it a record month. July, 1958, saw 258,297 persons in the park.

GN Silk Trains' Records Set 35 Years ago

Two American flappers of the 1920's, bedecked with raw silk, pose on bales of Japanese silk that were transported from Seattle to St. Paul via one of Great Northern Railway's silk trains. The Japanese girls added a bit of realism to the publicity stunt.

It is well known that milady's fashions have a marked effect on the economy.

Fashions and railroading combined 35 years ago, resulting in memorable silk train runs from Seattle to St. Paul that made national news.

The trains were organized to carry precious raw silk from the docks of Seattle to eastern and European markets in a period when silk finery was in vogue.

It was before the advent of synthetic fibers, when Japanese silk raisers worked at break-neck speed to keep pace with the world-wide demand for silk.

Transportation was the big problem 35 years ago, and the cost of stockpiling a large supply of raw silk and the insuring of the cargo demanded the fastest transportation possible.

Japanese growers consigned many of the shipments to the Great Northern Railway, and records reveal 307 silk trains made runs on the GN between 1925 and 1932, although some shipments began as early as 1922, and as late as Nov. 25, 1933. But the most impressive runs were those of two trains, Aug. 13-15, 1924, from Seattle to St. Paul.

Great Northern Train No. 1, consisting of 10 baggage cars and one coach, left Seattle docks at 1:05 p.m. on Aug. 13 and arrived in St. Paul at 6:33 a.m., Aug. 15. The trip was made in 39 hours and 28 minutes, for an average speed of 45.2 miles an hour (including stops.)

Train No. 2, comprising nine baggage cars and one coach, left Seattle at 1 a.m., Aug. 14, and arrived in St. Paul at 5:50 p.m. on Aug. 15, 38 hours and 50 minutes later, for an average speed of 45.9 miles an hour.

Silk trains made only seven stops for servicing along the route. They had preference over passenger trains.

The excitement they caused was evident by the nationwide newspaper publicity. Flappers of the day, clad in long-waisted, short, silk dresses or bathing suits, posed atop boxcars, silk bales and engines for photographers. Raw silk often was draped on the flappers.

Variable values were set on silk cargoes, but occasionally they ran into the millions of dollars. Merchants demanded fast transportation because of expensive insurance for cargoes. Premiums frequently totaled $5,000 daily. The silk carried on the two trains of Aug. 13-15, 1924, was transported from Yokohama, Japan, to New York City, a distance of 7,397 miles, in 13 days, 4 hours, and 25 minutes, including transfers.

GN's Chicago Ticket Office

The Great Northern Railway moved into a new Chicago office at 80 East Madison street, just off Michigan Boulevard.

Aluminum lettering identifies the office and a bronze, 18-inch-in-diameter Great Northern emblem graces the front of the structure.

The office provides more than 1,100 square feet of floor space for the railway's ticket sales and travel counseling services.

GN was situated in the Field building for 20 years until the recent move to Madison street.

Graham M. French is assistant general passenger agent for the Great Northern in Chicago.

AAR Will Celebrate 25th Anniversary on Oct. 12

The 25th anniversary of the American Association of Railroads will be celebrated on Oct. 12.

The group is the central coordinating and research agency of the industry dealing with matters of common concern in the field of railroading.

As of Aug. 1, 1959, the association's active membership consisted of 144 line-haul railroads, 24 switching and terminal companies, one electric railroad and one leased line, all in the United States, and five Canadian railroads and six Mexican railroads, for a total of 181.

Railroads in many foreign countries are associate members. They receive the benefits of the reports of the association's technical and research committees.

GREAT NORTHERN—GREAT WAY EAST OR WEST

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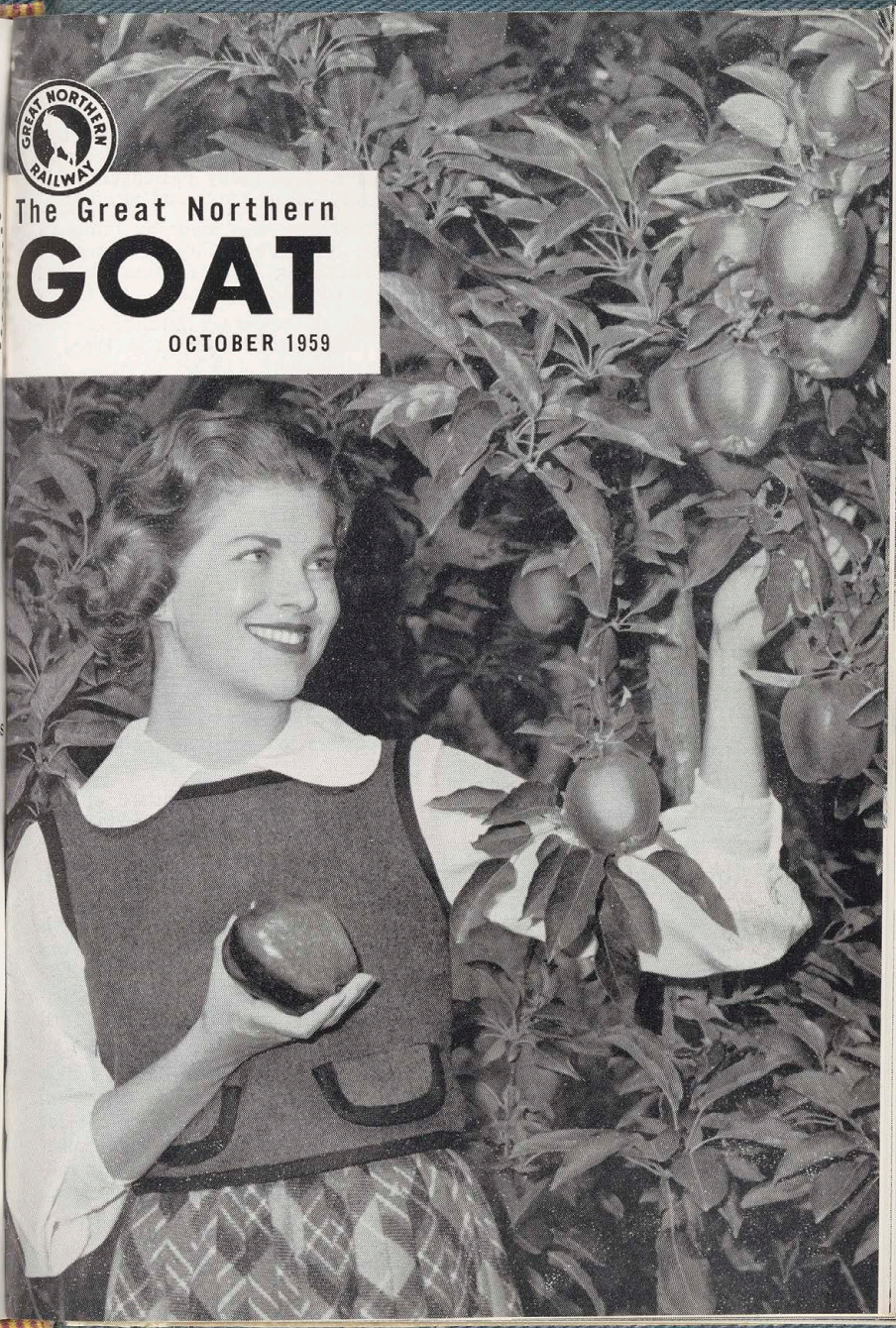
Progress is a Great Northern habit . . . and this modern communication system is another example of transportation progress at Great Northern.

GREAT NORTHERN RAILWAY



The Great Northern

GOAT

OCTOBER 1959

The Great Northern GOAT

Vol. 29 October, 1959 No. 10

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.

DAN MUSCH, 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

Lovely Beverly McKoin, Queen of the Washington State Apple Blossom Festival, finds the 1959 Washington State apple harvest personally enjoyable—and delicious. (Story on Page 5.)

Your Railroads

It was interesting to learn that United States railroads recorded only about half as many passenger fatalities in 1958 as buses and airlines.

The report was made by James G. Lyne, New York City, chairman of the Harriman Awards Committee and editor of Railway Age.

Only 60 passenger fatalities occurred on Class 1 railroads in 1958, as compared with 114 on domestic airlines and 120 on buses.

A single accident in which a train went through an open drawbridge accounted for 44 or three-fourths of the railroad fatalities. Of the remaining 16, 10 involved passengers attempting to board or alight from moving trains—acts over which the railroads have little or no control.

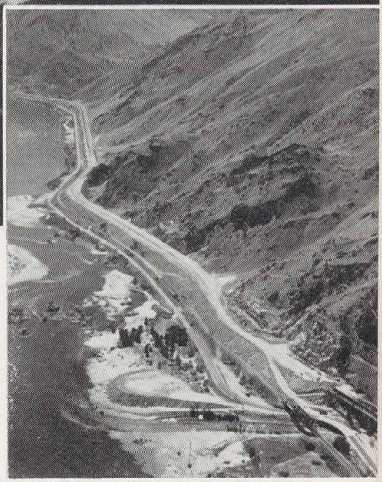
Casualties of all kinds in 1958 were only about one-sixth of what they were in the 1920's.

Near-record lows were recorded in casualties at grade crossings and to trespassers on railroad property in 1958.

The present high standard of railroad safety stems from years of organized safety work on the part of management, employes and rail-service users.

From 1923, when the industry's first coordinated safety program was instituted, through 1958, $26,300,000,000 was expended for capital improvements to railway plant and equipment.

Of this sum, more than 14 billion dollars—or more than half—has been spent since World War II alone for new equipment, roadway and other modern facilities, enabling the railroads to attain new levels of safety.



The lapping waves of the Columbia River are slowly overtaking the lowlands which was once the old section of Entiat, Wash. Shown under construction is the new Great Northern Railway bridge and relocation of trackage to higher ground. A new Entiat, Wash., is shown forming on higher ground above the old town. Many of the businesses and homes along the shore will be evacuated before Lake Entiat, formed by the dammed Columbia river, takes over the land. Beyond the town are profitable apple orchards.

ENTIAT, WASH.—

Town On The Go

An apple and lumber-shipping center on the Great Northern Railway line is "picking up" and moving to escape a man-made flood.

Entiat, Wash., is the town on the move and with it are going many of its homes and industries.

Being left behind is the familiar grounds of townspeople and businessmen which will be inundated by Lake Entiat. The lake is expected to be a reality in early 1961, when Rocky Reach Dam harnesses the powerful Columbia River and raises its upstream level almost 100 feet.

The Great Northern Railway's tracks along 27 of the 175 miles between Wenatchee, Wash., and Keremeos, B.C., are being moved higher along the steep-walled Columbia River gorge.

A new roadbed for GN tracks is being hewn out of the mountainside so the nation's principal apple-hauling branch line can continue to serve Entiat and a score of other communities along the Okanogan Valley.

There will be 12 miles of Lake Entiat between Rocky Reach Dam and Entiat, and more than 30 miles beyond the community. One bay, or

(Continued on page 4)

ENTIAT—Conclusion

horn, of the lake will follow the old course of the Entiat River.

The new town of Entiat will be between the bay and main body of the lake. To span this bay, a bridge with the longest girder spans on the GN system has been built. Its two end spans are 101 feet long and the center span, 102.

The completed bridge above the raging Entiat River will clear the lake level with a safe margin for passage of pleasure boats when the stretch of the tamed Columbia makes Entiat a recreation as well as a commercial center.

The Rocky Reach Dam is a project of the Chelan County Public Utilities District No. 1. An initial power output of 775,000 kilowatts is expected to eventually be boosted to 1,200,000 kilowatts.

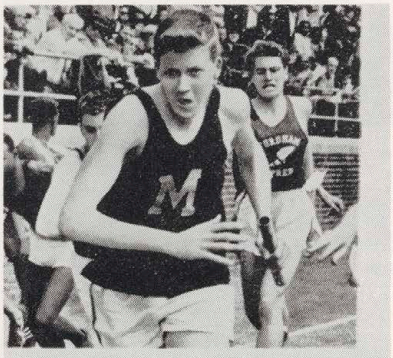
Also on the move is a long section of U.S. Highway No. 97. This was necessary because sections of the present highway will be at lake bottom.

It is estimated the cost of Rocky Reach Dam will be 273 million dollars and the cost of resettling Entiat, 33 millions.

Many of the irrigated apple orchards that have been productive for years along both sides of the river will produce harvests for possibly two seasons more before they must be abandoned. New orchards, located on higher ground, are well along and will be producing in a few years.

Many fruit warehouses still in operation also will be forced to relocate because of the rising waters.

A new town of Entiat is forming. With the movement of the old is the promise of a new, prosperous Entiat along the Great Northern line.



DRIVE!

Sports can bring it out in a boy, but so must his *classes*. Only a school with high standards can channel his drive toward a brighter future—a better job, a richer, more meaningful life.

How high are the standards of *your* youngster's school?

This free booklet will help you find out. For your copy, write: **Better Schools, 9 East 40th Street, New York 16, New York.**

Yardsticks for Public Schools

ADVERTISING COUNCIL PUBLIC SERVICE

BETTER SCHOOLS MEAN BETTER COMMUNITIES

DAR Activities Spur U. S. Constitution Week

Constitution Week, held recently and proclaimed by President Eisenhower, was sponsored by the National Society, Daughters of the American Revolution.

The DAR has been instrumental in promoting the week which pays tribute to our Constitution which guarantees all Americans human and property rights enjoyed by no other people in the world.

"The government of our United States is not a concession to the people from someone higher up," it was pointed out during the week-long celebration. "It is the creation of the people themselves, as absolute sovereigns, whose authority is expressed in the first three words of the Constitution—'We the People.'"

Apple Week Marks New Harvest

The growing's great in Washington State—particularly for apples!

Top quality are the words used by grower and shipper alike in describing this year's crop of Delicious, Jonathan and Winesap apples.

Growing weather in the fertile apple-producing valleys of the state has been near perfect. The apples have colored well, allowing them to be picked at the right stage of maturity assuring the best flavor.

It is during National Apple Week, October 15-24, that the industry will begin its national promotion of apples.

The current crop will be between 116 million to 118 million bushels, compared to an approximate 125 million bushels in 1958, officials said.

Jonathans will be the first crop to reach the market followed by the Delicious. Both varieties will have a full run of sizes for those who like big, medium-sized or little apples.

Winesaps are still being harvested and will make their appearance later this fall. A near-normal crop of this variety is assured.

While growing conditions have been favorable in Washington, the apple-producing areas in the East, Midwest and South have been plagued with long periods of hot, dry weather. Harvest in those areas has been delayed 10 days to two weeks and both color and quality have been hard to find.

The largest part of the reduction in crop will be in the Delicious variety over 50 per cent of which is produced in Washington.

During the next 10 months, California—the No. 1 market for Washington State apples—will receive some 5,000 carloads of the fruit. The shipment represents 4,100,000 boxes, or enough apples to supply every man, woman and child in the state of California an "Apple A Day" for a five-week period.

Picking the apple crop is one of the most delicate operations of the laborious harvesting. Special care is taken not to injure the fruit. Much of it is stored for months in warehouses in order to provide fruit throughout the year.

The apple growers know the apple crop is vital to the economy of Washington State. They are told that the actual cash value of the apple crop exceeds 75 million dollars a year.

GN Offers Christmas Gift Travel Certificates

The Great Northern Railway again is offering Christmas certificates for gifts of travel.

They are being stocked for sale in the Twin Cities, Chicago, San Francisco, Portland, Ore.; Seattle, Tacoma, Bellingham, Edmonds, Everett, Tacoma and Wenatchee, all in Washington, Great Falls and Havre, Mont., New Westminster and Vancouver, B.C., Winnipeg, Manitoba; Fargo, Grand Forks, Minot, and Williston, all in North Dakota.

NON-METALLIC MINERALS

Along the Great Northern

Significant deposits of non-metallic industrial minerals have been surveyed and mapped along Great Northern's Great Falls-Billings line in Montana by the railway's mineral research and development department.

Great Northern geologists explored mineral resources in an 1,100-square-mile area east of Great Falls in 1958. A report of these findings, including maps and chemical analyses of deposits, has been distributed to interested industries.

The report is available for study at the Montana Bureau of Mines office in Butte, and offices of the railway's mineral research and development department at St. Paul, Minn., Williston, N. D., and Seattle, Wash.

"Significant deposits of coal, clay, shale, bentonite, silica, sand, gypsum, limestone, gravel, baked shale and building stone occur in the area," the railway's report reveals. "Several offer opportunities for economic exploitation.

"Large reserves of sub-bituminous coal await development as a source of chemicals and power," the report states.

"The coal seam averages six feet in thickness through much of the 200-square-mile area of the Great Falls coal basin. Supplies of easily accessible coal of workable thickness are sufficient to support a large operation many years," it adds.

The report includes maps and data on a 2-million-ton deposit of gypsum and a number of "chemically acceptable" limestone deposits in excess of 4 million tons each, according to A. J. Haley, director of Great Northern's geology department.

Haley said that mapping of the area will be continued to cover all of the region along the Great Falls-Billings branch line.

Field studies of minerals are also being conducted at other points throughout the Great Northern system as a service to expanding industry, Haley said.

N. D. Keller Assumes St. Paul GPA Duties

Mr. Keller

N. D. Keller, who has been on a leave of absence, assumed the duties of general passenger agent for the Great Northern Railway in St. Paul.

A veteran of 44 years service with the Great Northern, Keller began his career as a telegrapher at Kettle Falls, Wash.

Previous to his current position, he had been general passenger agent at Seattle.

Seley Transportation Awards Plans Made

Plans for the second annual Seley Transportation Award were announced by the Transportation Association of America.

The award includes a gold medal and a $1,000 scholarship for distinguished service to transportation.

The transportation scholarship plus an additional $1,000 will go to the college or university of the winner's choice.

Last year's award was presented to Sen. Smathers of Florida for his leadership in connection with the Transportation Act of 1958 and in obtaining repeal of transportation taxes on property.

Agents Awarded Savings Bonds

Fargo traffic representatives of Great Northern Railway have received U. S. Savings bonds for having exceeded the quota they established for August piggyback freight movements to and from the city. Presentation of bonds was made by C. E. Finley, right, GN's traffic vice president. GN Representatives left to right are W. W. (Bill) DeWitt, Elmer Langseth and Thomas H. Green, general agent in Fargo.

Glacier Park Business Shows Marked Increases

Rail arrivals and the house count at Glacier National Park this past season showed a healthy increase over that of 1958, P. G. Holmes, Great Northern Railway passenger traffic manager, announced.

GN rail arrivals for 1959 totaled 7,504 persons compared with 6,707 for 1958, an increase of 797 or 11.9 per cent, Mr. Holmes reported.

The Glacier Park Company reported a house count of 88,941 for 1959 compared with 73,769 for 1958, or an increase this year of 15,172 or 20.6 per cent.

Business to and at Glacier National Park was better than expected this year, the GN official said. Part of the increase was due to improved facilities, concentrated advertising and a growing interest in the park by tour companies.

Another factor for the increased popularity of the park is the evening entertainment programs which have been comparatively new innovations.

Park employes, many of whom are college students who live in various cities along the Great Northern, participate in the programs.

The Glacier Park Company which owns most of the park accommodations is a subsidiary of the GN.

Vintners Mark National Wine Week Oct. 10-17

Champagne-blond San Francisco Model June Adler lifts a toast of wine marking National Wine Week. She is the National Wine Queen.

With a quarter century of solid progress behind them, America's vintners are looking forward to an even brighter future as they pause in their annual vintage to observe National Wine Week October 10-17.

Figures show that more Americans are including wine in their pleasure plans. Last year, some 154 million gallons of wine were consumed in the United States.

With an intense industry education program under way, vintners are certain that consumption figures will climb.

This year, in California, the state which produces more than 80 per cent of all wine consumed in America, the forecast is for an abundant grape crop.

From these choice grapes, now being harvested, will come the fine California wines which are gaining such wide acceptance.

Before these wines are enjoyed, a series of tasks must be performed: the grapes must be crushed; the voice is fermented and the wine aged. Only when an expert winemaker has given his approval, is the wine bottled, often after many years.

It is appropriate that a champagne-blond San Francisco model, June Adler, be chosen as the California wine hostess.

Hoag New Trainmaster In Seattle Station

Douglas D. Hoag, Great Northern Railway terminal trainmaster at Seattle since 1955, has been named trainmaster of King Street Station in Seattle.

He replaces the veteran Northern Pacific Railroad employe, V. E. Hill, who retired on June 30 after a 44-year railroad career.

Mr. Hoag's career started in 1940, in Montana, and he held positions in the operating department of the GN including those of section laborer, roundhouse laborer and fireman until 1953, when he was named assistant division roadmaster at Havre, Mont.

In 1954, he became assistant trainmaster at Vancouver, B. C., and 1955, terminal trainmaster at Seattle.

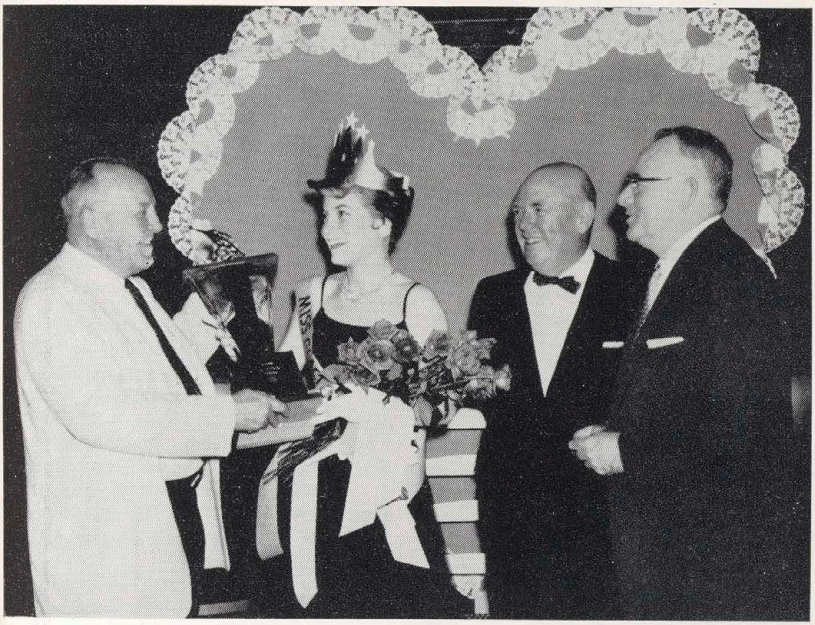
Two other personnel changes resulting from Hoag's appointment announced by the GN are Richard C. Tanguy who succeeds Hoag as terminal trainmaster, and A. W. Foote who succeeds Tanguy as trainmaster at Everett, Wash.

New GN Train Schedule Off The Presses

A new Great Northern Railway passenger train schedule for points between Chicago and the Pacific Northwest went into effect on Sept. 13, 1959.

Featured in the folder is an illustrated page depicting Pullman Accommodations on GN trains, a page ad on the railway's Piggyback Freight Service and two pages of condensed Great Northern freight schedules.

Minnesota Girl Glacier Queen



The newly-crowned Queen of Glacier National Park, Beverly Andersen, is handed a bouquet of roses by the udges. Shown from the left are Alexander Warden, publisher of the Great Falls (Mont.) Tribune; Miss Beverly Andersen, Edina, Minn.; Richard E. Morrison, general manager of the Lee Newspapers of Montana, and C. W. Moore, executive assistant, public relations-advertising, Great Northern Railway, St. Paul. Queenly chores finished, Beverly Andersen, Glacier Park queen, returned to her Glacier Park Lodge maid position, below.

A 22-year-old Minnesota girl, Beverly Andersen, has been crowned queen of Glacier National Park.

Miss Andersen, a recent graduate of Macalester college in St. Paul, was employed as a maid the past summer at the Glacier Park Lodge.

Runners-up in the competition were Lou Ann Benshoof, Detroit Lakes, Minn.; Marlene Bergeron, Reardon, Wash.; Jeanne Frederikson, St. Paul; Margie Ladd, Iowa City, Iowa, and Carol Dahlstrom, Roosland, B.C.

Miss Andersen's sister, Carolyn, also was employed as a maid at the park.

Revenue Losses End Cascadian's Run

A steadily decreasing passenger business and the Post Office Department's discontinued use of the Cascadian for operation of Railway Post Office cars resulted in the elimination of the Great Northern Railway's Cascadian trains.

It was with reluctance that the GN advised the Public Service Commission of Washington that the trains which operated between Spokane and Everett, Wash., were to be discontinued.

The Cascadian, one of the Great Northern's oldest name trains, operated on a daily schedule in both directions.

The story of the Cascadian was one of progressive erosion of patronage and mounting costs of operation.

In 1958, the cost of running the train was more than $100,000 in excess of the total revenue for carrying passengers, mail and express, and providing other services on these trains. Results of operating them so far this year indicate the probability of a loss of at least $200,000 in 1959.

The fate of the Cascadian reflects the increasingly heavy inroads of the private automobile and other highway transportation. Patronage of these trains had been declining steadily in the past several years, and had dropped to less than 15 passengers per train mile in April and May of this year.

No enterprise can successfully withstand continuous losses from its operation. The economic laws governing the operation of a hardware store, grain elevator, grocery or a farm also apply to railway business.

Great Northern will continue to provide daily passenger service between Seattle and Spokane on its streamliners, the Empire Builder and the Western Star.

British Princess Rides GN's International

Accompanied by her secretary and maid, Princess Alice, center, Duchess of Athlone, traveled aboard the Great Northern Railway's streamlined International from Seattle to Vancouver, B.C., recently.

She is shown looking out of the observation car window on her way north along scenic Puget Sound.

Princess Alice continued her journey across Canada after a visit with friends in British Columbia.

GN Agent Heads St. Paul Chamber Committee

E. M. Brady, general agent, passenger department of the Great Northern Railway in St. Paul, was named chairman of the tourist bureau committee of the St. Paul Chamber of Commerce for 1959-1960.

Goat Gaieties

Some Line!

An alert, 70-year-old fisherman could "feel" the game warden looking at him behind bushes near the river where the former was fishing an hour before season opened.

"I know you're there, warden," the old man said, without turning.

"Why then are you fishin' ahead of the season?" the warden asked.

The old man moved the line back and forth slowly then said: "I ain't fishin', sir. Ah'm jest teachin' this little minnow how to swim."

* * *

Chain of Command

Marcella: "You've been stenographer for nearly all the big shots in this department, haven't you?"

Beverley: "Yes, I'm just about on my last lap now."

* * *

Good Return

Father: "Now, son, aren't you glad you prayed for a baby sister?"

Young son, looking at twin girls: "Yes. And aren't you glad I quit praying when I did?"

* * *

Some Bum

Jim: "Can I have a cigarette?"

George: "Why? I thought you quit smoking?"

Jim: "I'm still in the first phase. I quit buying."

Good Old Dad

Two small boys were returning from Sunday school and were discussing the first lesson.

"Do you believe all that stuff about the devil?" one asked the other.

"No," he replied, "it's just like Santa Claus—it's your old man!"

* * *

Well-Oiled

A Texas oilman went to his dentist for an examination. After looking in the man's mouth, the dentist said: "Perfect! You don't need a thing."

"Well, drill anyway," the oilman said. "I feel this is my lucky day."

* * *

Motivated

"Are you really content to spend your life walking about the country begging?" a housewife asked a young bum.

"No, lady," answered the tramp. "I often wish I had a car."

* * *

Horse Sense

A Western TV actor stopped to talk to a little boy who was visiting the set with his mother.

"Boy, I suppose you want my autograph?" the cowboy asked.

"No, sir," the boy said, "but what do you do with the horses after the cowboys are shot?"

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Railroad Safety Award Won By GN

A certificate for outstanding railroad safety during 1958 was presented to the Great Northern Railway by the American Museum of Safety in New York City.

The E. H. Harriman Memorial Certificate of Commendation for Group A Railroads, representing large lines in the Western district, was presented to C. A. Pearson, vice president-personnel department of the GN, who accepted the award in behalf of John M. Budd, president of the Great Northern.

The GN previously received the Memorial Certificate in 1947, 1951, 1954, and 1956, and the coveted E. H. Harriman Gold Medal Award in 1953.

The Gold Medal Award and three Certificates of Commendation are presented yearly to railroads in Group A (operating 15 million or more locomotive miles and performing 100,000 or more passenger miles per year) having the best safety performances in the preceding year.

Awards are determined by official accident records and summaries of the Interstate Commerce Commission.

Consideration is given to injuries to employes on duty, accidents to passengers and activities by the railway in promoting safety and accident prevention.

Great Northern Railway has received 12 national safety awards since 1947, including those of the American Museum of Safety and the National Safety Council.

The Memorial Awards were created by the late Mrs. Mary W. Harriman. They have been continued by two sons, former Gov. W. Averell Harriman of New York, and E. Roland Harriman, chairman of the American National Red Cross.

The awards were presented by Dr. James G. Lyne of New York City, editor of Railway Age, and chairman of the Harriman Awards Committee.

Cyril Ainsworth, also of New York City, president of the American Museum of Safety, presided over the dinner which attracted more than 200 railroad officials and leaders in the safety field.

TACOMA, WASH.—

Leader In Pacific Port Expansion

An enviable industrial growth in the Pacific Northwest after World War II placed Tacoma and Pierce County (Washington) as one of the leading and expanding ports in the area.

Spearheaded by an aggressive development program designed by the Port of Tacoma, the Upper Puget Sound area, a Great Northern "port of call" between Seattle and Portland, is leading the way as the Northwest comes into its own in a long-predicted population and economic growth.

Once termed "the lumber capital of the world," Tacoma has become a major chemical manufacturing center of the Pacific Coast, with allied industries daily joining the parade into the Port of Tacoma's expanding industrial development district.

Gifted with one of the world's greatest deepwater harbors, Commencement Bay, plus a great industrial potential in a wide development area at the mouth of the Puyallup River which flows into the bay, the port put its program on the drawing boards soon after World War II.

In the intervening years, aided by an engineering study conducted by a well-known New York firm, the Port of Tacoma industrial development program has moved forward at a pace unmatched in the Northwest.

A few of its recent accomplishments include:

1. Filling of several hundred acres in the "industrial quadrangle" and a three-quarter-mile extension of the

(Continued on page 14)

Win Glacier Park Trip

Boarding the Great Northern Railway's streamliner, The Western Star, on way to Glacier National Park are Mr. and Mrs. Dick Hagen of Rte. 1, Osseo, Minn. The Hagens won a five-day all-expense trip to the park as a door prize at the Anoka County Fair.

NTDA Convention, Forum Scheduled for Seattle

The 1959 convention and logistics forum of the National Defense Transportation Association will be held Oct. 12-14 in the Olympic Hotel, Seattle, Wash.

The session will provide a forum for the problems of all forms of American transportation—sea, air, rail, truck, bus, pipeline and inland waterway, as well as the Armed Forces—pertaining to national defense.

Emphasis will be on national transportation needs during the next few years because of the technological changes in the transportation and logistics fields.

TACOMA—Conclusion

Port-Industrial waterway, providing deepwater frontage for industrial concerns which have already purchased property and have built or are preparing to build plants.

2. Expansion of the port's grain elevator to a 4,500,000-bushel capacity, making it one of the facilities of the lessee-operator, the Archer-Daniels-Midland Company.

3. Acquisition this fall of the 182-acre Tacoma Naval Station, declared surplus last year by the U.S. Navy, for $2,125,000. Much of the station already has been occupied by private industry, with other concerns negotiating for pier space or areas within the 1,500,000-square feet of covered space.

The port, authorized by the voters to issue $5,400,000 for additional development of the area, issued 3 million dollars in bonds for construction of a 954-foot pier on Sitcum waterway, adjoining the grain elevator; erection of a bulk cargo unloading facility on that pier; dredging of a 3,800-foot extension to Hylebos waterway and adding another 1½ miles of deepwater industrial frontage to the district's picture.

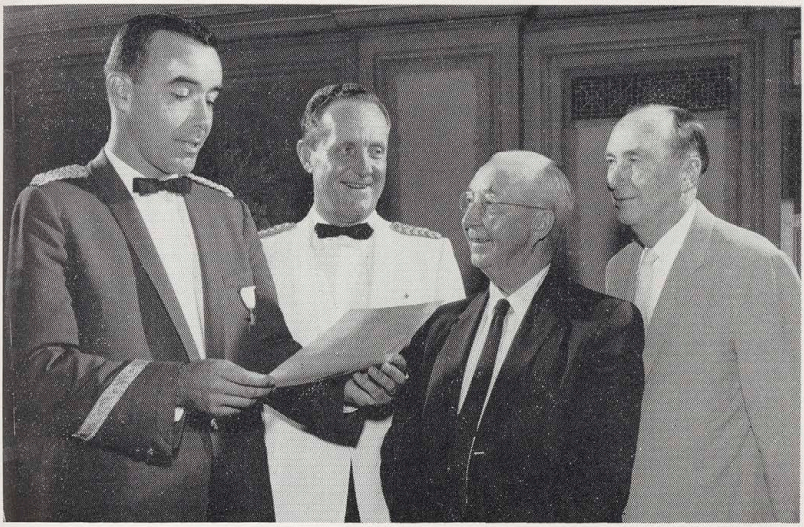
Still on the drawing boards, but approaching reality, are a 6,000-foot extension to the Port-Industrial waterway and a car barge terminal.

Glacier Park Official Transferred to Texas

Stanley Joseph, assistant superintendent of Glacier National Park, Montana, was appointed superintendent of Big Bend National Park in Texas which is located at the Big Bend of the Rio Grande river.

Also announced was the promotion of Fred W. Binnewies, superintendent of Death Valley National Monument, who will become assistant superintendent at Glacier.

GN Hosts N.D. State American Legion Band



Prime Minister of the St. Paul Winter Carnival, R. Patrick Egan, left, reads a citation honoring K. A. Fitch, Fargo, N. D., manager of the North Dakota State American Legion Band. Shown from the left are Mr. Egan; H. E. Schell, King Boreas XXIII; Mr. Fitch, and P. G. Holmes, Great Northern Railway passenger traffic manager, host.

The North Dakota State American Legion band, "The Livest Band in the World!", was the guest of the Great Northern Railway recently at a luncheon in the St. Paul Athletic Club.

P. G. Holmes, GN passenger traffic manager, greeted the band and its manager, K. A. Fitch, of Fargo.

The organization, the official 40 et 8 band, led the 40 et 8 parade in St. Paul on Aug. 25 during the National American Legion convention in the Twin Cities.

St. Paul Winter Carnival royalty, King Boreas XXIII, H. E. Schell, and his Prime Minister, R. Patrick Egan, presented Mr. Fitch with a Winter Carnival scroll.

Also attending the luncheon were Miss Patsy McGinley, Minot, Miss North Dakota and majorette of the band, and her mother, Mrs. Evelyn McGinley.

B. G. Anderson Named GN Assistant Chief Engineer

The Great Northern Railway announced the appointment of B. G. Anderson as its assistant chief engineer.

Anderson, who was district engineer at Duluth, succeeds H. S. Loeffler, who retired on Aug. 31 after 44 years.

He became division engineer at Great Falls, Mont., in November, 1949; office engineer, Seattle, in January, 1954; principal assistant engineer, Seattle, in February, 1956, and district engineer at Duluth in August, 1956.

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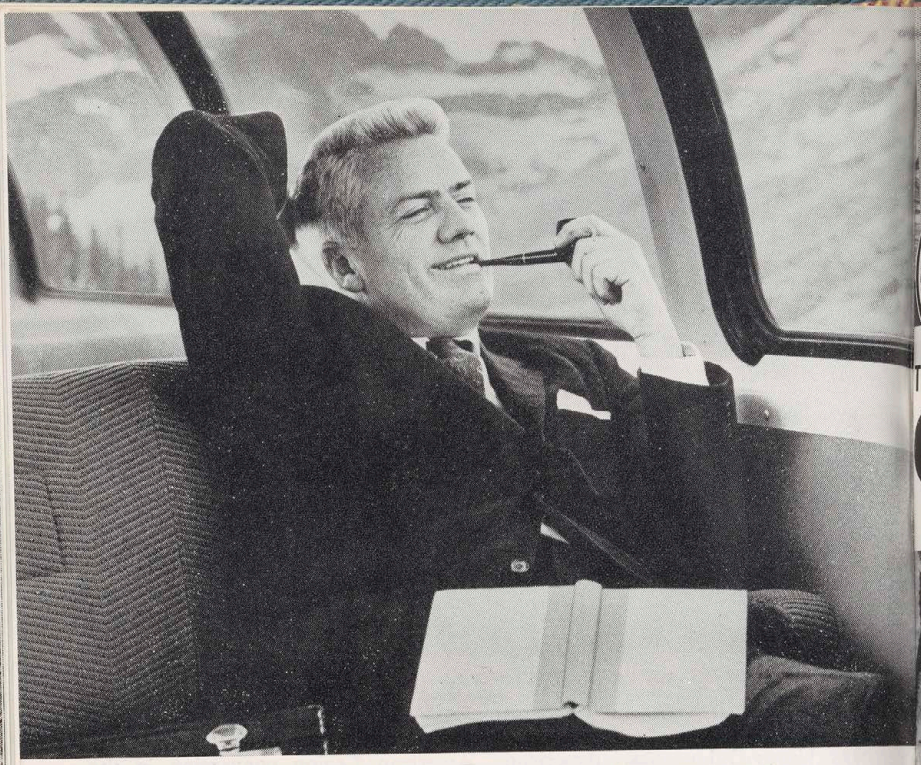

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Only those who have traveled on the EMPIRE BUILDER know how supremely satisfying a train ride can be. This relaxed traveler *knows!* And he's just as pleased as he looks, riding safely, surely and speedily. High in a Great Dome he feasts on mountain grandeur, beautifully framed in those broad picture windows. Reading, relaxing, or catching up on work—they're all more pleasant on the EMPIRE BUILDER.

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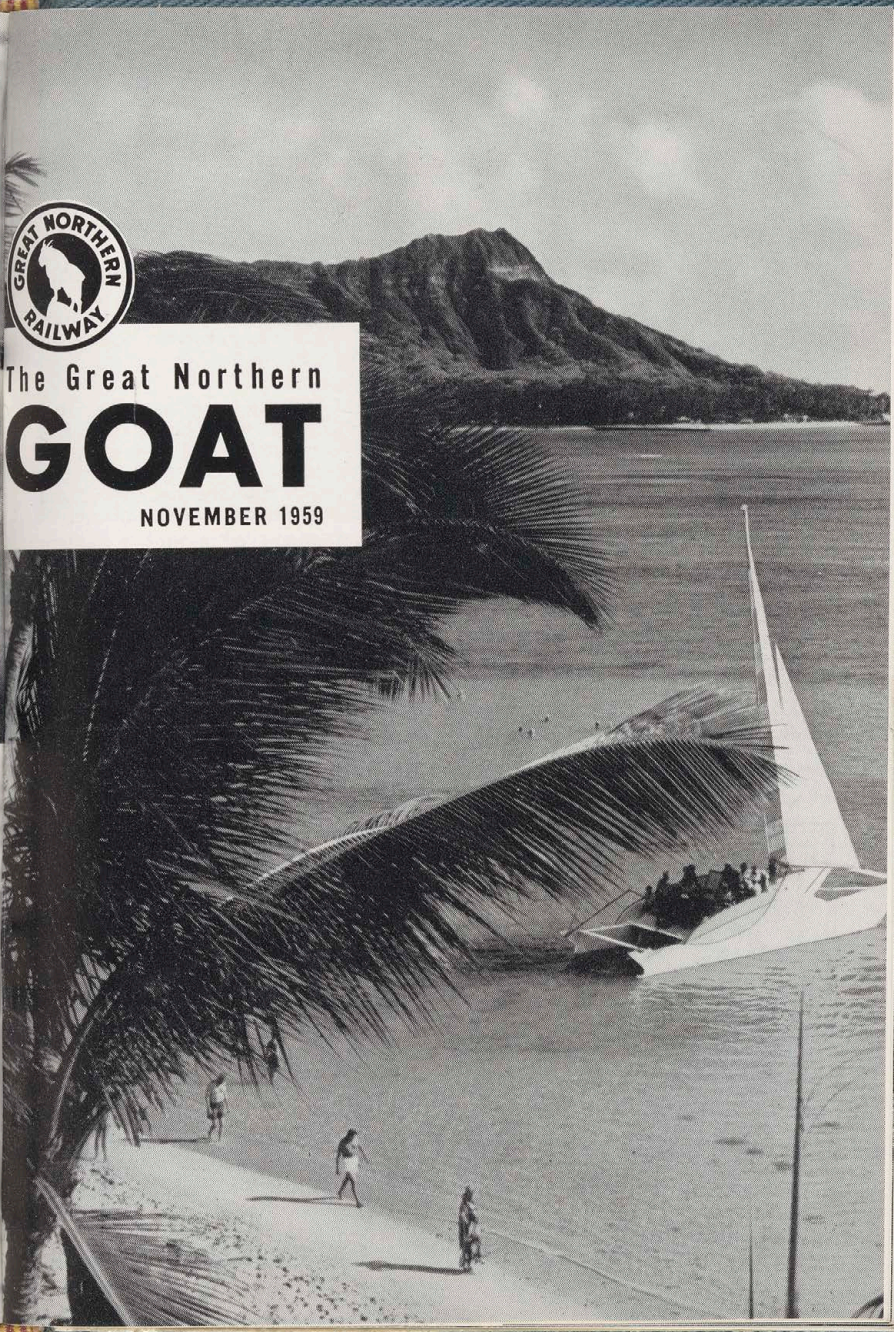
SEATTLE • PORTLAND

Connections to and from California and Vancouver, B. C.



GREAT NORTHERN RAILWAY

The Great Northern GOAT

NOVEMBER 1959

The Great Northern GOAT

Vol. 29 November, 1959 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

DAN MUSCH, 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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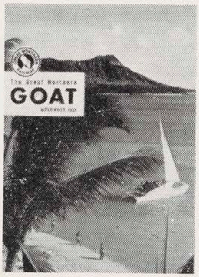
The Goat's Cover



Majestic mountains, azure-blue ocean and sparkling white sand makes Hawaii the ideal vacation spot. Whether boating or strolling the beaches, the vacationer enjoys the island's mild climate.

Your Railroads

Delegates to the National Defense Transportation Association convention in Seattle recently heard Lt. Gen. Francis H. Griswold, vice commander-in-chief of the Strategic Air Command, outline plans for rail deployment of strategic missiles.

SAC, in its search for the method by which it could best provide mobility and survivability to strike back at an atomic-war enemy, found the nation's rail system to be the most feasible.

Gen. Griswold outlined to delegates a plan now being put into effect to place special trains on the rails to carry one or more Minutemen missiles and the manpower and material to maintain and activate.

Development of a mobile pattern for Minutemen utilizing rail transportation is in progress, delegates were told, which will further complement the base of the nation's deterrent capability—the bomber and liquid-fuel missile systems.

The mobile force will utilize the existing United States rail net as a base of deployment. The amount of trackage actually used will depend upon the number of trains the services operate and the optimum area of operation for each train.

The number of missiles carried by each train could vary from one to several, but numbers will pose no problem because flexibility is a keynote to SAC operations.

The missile-carrying train will be similar to trains in operation today. Most of the rolling units will be of an existing type, possibly with some modification. The car required to carry the missile and erect it for firing will be of special design.

In addition to the freight portion of the train, living and dining cars for the SAC missilemen must be provided.

The Great Northern Railway has purchased similar piggyback equipment as shown above for the installation on flat cars. Two will be mounted on each flat car carrying 10 automobiles.

Auto Piggyback Equipment Purchased

The Great Northern Railway announced the purchase of equipment for piggyback transport of automobiles from California to Pacific Northwest cities in conjunction with other lines serving that region.

The order includes 25 dual-purpose flat cars and 50 trailers—Great Northern's contribution to the equipment pool for the rail movement of automobiles from California assembly plants to the north Pacific area.

Piggybacking of automobiles was begun in late summer by Great Northern, Southern Pacific, Northern Pacific and Union Pacific and the volume has increased with the availability of special equipment.

The 85-foot flat cars ordered by the Great Northern will accommodate two trailers, each with a capacity of five automobiles.

The flat cars are designed for piggybacking of general commodities when not in automobile transport service. Total cost of the 75 units approximates $750,000.

Flat cars will be built by General American Transportation Corporation of Chicago, and the Durobilt Manufacturing Company of El Monte, Calif., will construct the trailers.

Glacier Park Locale For War Movie

Glacier National Park will be the scene of a new movie production dealing with the Korean conflict.

Actors Alan Ladd and Sidney Poitier, and Ingemar Johansson, world-heavyweight champion, will star in the movie, "All the Young Men."

A vanguard of a location crew moved into the park shortly after the season closed. The park's famed mountains will provide the backdrop of the picture.

Travel Industry Employes Vacation in Autumn

Most of the professionals of travel —the travel counselors and agents, hotel and motel men, transportation officials and even travel writers— take their vacations in the autumn.

So says the National Association of Travel Organizations which has representatives from all segments of the U.S. travel industry.

Why do professionals prefer autumn for their vacation travel?

The high summer season is over. The fall travel assumes a leisurely pace—the pressure is off.

Autumn generally offers less competition for the best accommodations. Resort rates, in particular, are much lower.

And the connoisseur of travel also believes autumn is simply the most pleasant time of the year for a vacation.

Among his reasons: the teenagers are back in school and that alone makes the lakes and mountain playgrounds more quiet and restful.

The fish bite better as the air turns crisp; the prime hunting seasons open; football brings reunions at college campuses, and a very important item, autumn foliage gives the countryside its most beautiful dress of the year.

Across the continent, Californians say autumn offers its golden months, with practically no rain or fog.

The Great Northern Railway's two streamliners, The Empire Builder and The Western Star, suit the autumn traveler ideally.

Both offer daily service between Chicago, the Twin Cities and the Pacific Northwest.

Autumn's colors stage a brilliant show along the Mississippi River in Wisconsin, the grazing and wheatlands of Minnesota and North Dakota, scenic Montana, the Rockies, Cascades and along Washington State valleys and hills.

The traveler may view the procession of fall across the upper part of the continent and revel at them from the Empire Builder's spacious Great Dome car.

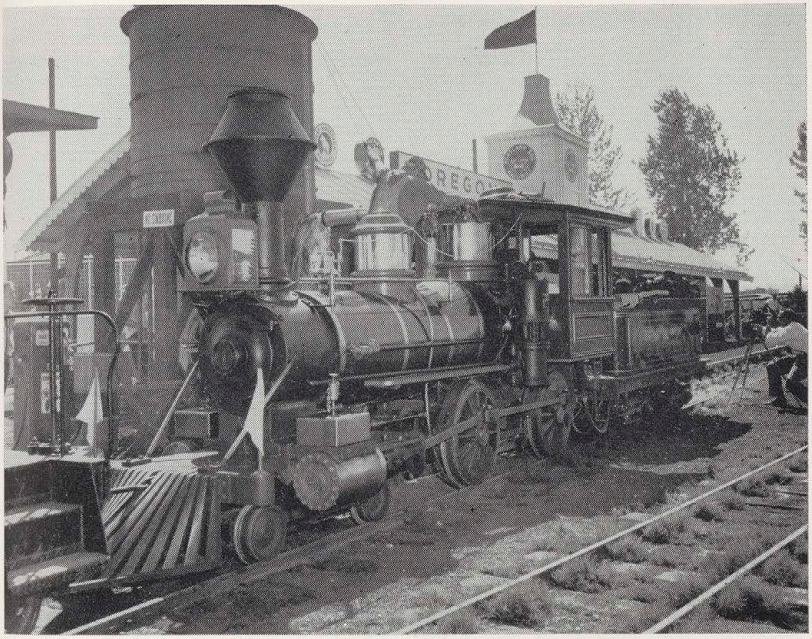
Early touches of snow on the Rockies' highest peaks present picture-postcard views to the lucky traveler who plans his vacation in the autumn via the Great Northern Railway.

THE BIG BITE

4th Quarter Carloading Increases Predicted

The 13 regional shippers advisory boards forecast an increase of 5.4 per cent in the number of cars loaded with revenue freight in the fourth quarter of 1959 compared, with the same period of 1958, the Association of American Railroads reports.

On the basis of this estimate, freight carloadings of the 32 principal commodity groups surveyed will be approximately 6,740,316 in the fourth quarter of 1959, compared with 6,394,950 in the fourth quarter of 1958.



The red and green steam locomotive of the Portland Zoo Railway is shown with polished brass glistening in the station at the Oregon Centennial grounds this past summer. It had a very profitable season and will continue runs on the newly-improved trackage at the Portland zoo.

Portland Zoo Railway Expanding

The Portland, Ore., Zoo Railway, "The World's Most Spectacular Recreation Railroad," now has three trains and a cash reserve for line extensions.

Thanks to the support from railroads serving Oregon and contributions of material and labor from other segments of the community, the railroad grew from a one-train to a three-train operation this year.

As part of the Oregon Centennial Exposition in Portland this summer, the PZR laid a mile of trackage on the exposition grounds, built a steam train and a circus train and acquired a station.

More than 200,000 passengers, at a ratio of three adults to two children, rode the streamliner and steam train at the Centennial Grounds.

Meanwhile, the smaller circus train carried almost 50,000 passengers at the Portland Zoological Gardens, home track of the PZR.

Programmed line extension and moving of the station from Centennial to the Zoo will be completed during the winter, J. H. Jones, president of the PZR, said.

The station, a project underwritten by the Oregon Railroad Association, carries the insignia of all mainline companies on its ridge.

(Continued on Page 6)

Children Patients Given Washington State Apples

It was a happy autumn afternoon recently when patients at the Gillette State Hospital for Crippled Children, St. Paul, and others in the Shriners' Hospital for Crippled Children in Minneapolis were presented huge Washington State apples.

The fruit was given to the youngsters by two clowns of the Great Northern Railway Clown Club in behalf of the Great Northern and the Washington State Apple Commission during National Apple Week.

The varied expressions of typical youngsters are shown in the photos, top and bottom.

ZOO—Conclusion

Heralds of all off-line railroads belonging to the Off-Line Agents Association at Portland are on panels hung within the station.

Great Northern, Seattle, Portland & Spokane, Northern Pacific, Union Pacific and Southern Pacific each underwrote the cost of one car in the steam train.

In keeping with the public-participation theme of the PZR's entire three-year history, a crew of volunteers, possibly supplemented by Seabees, National Guardsmen and Army reservists will move the tracks from the Centennial Grounds to the zoo.

A contractor has completed grading of the new three-mile-long loop from the Zoo to Washington Park through a heavily-wooded section of the parkland.

The new loop, over which steam train and streamliner are to operate, will convey park visitors from the zoo to Portland's famed Rose Gardens.

The cash reserve of the PZR—$35,000—earned during the summer-operating season, is committed to growth.

Senator Praises Rails For Wheat Shipment

Senator Frank Carlson of Kansas, in a statement inserted in the Congressional Record, praised the railroads for the successful shipment of this year's wheat harvest.

"This is the first year in many years that we have not had a serious shortage of railroad cars for the movement of this grain, and I want to pay tribute to the railroad industry, and particularly to the Car Service Division of the Association of American Railroads," the senator declared.

Board Star for Portland Meeting

It was an exuberant group of women who met in the Union Station in St. Paul recently to board the Great Northern Railway's Western Star for Portland, Ore. They attended the National Home Demonstration Council Meeting where they viewed the latest home-making techniques and equipment.

GN Again Offers Scholarships

Four-year college scholarships for graduating sons of Great Northern Railway Company employes will again be offered by the railway in 1960, it was announced by John M. Budd, president of the company.

Great Northern's educational award program begun in 1956 resulted in scholarships for 12 graduating high school students since that date.

A minimum of three four-year scholarships will be awarded next spring to winners of the annual competition. Deadline for applications is February 12, 1960.

The basic grants are $750 annually for four consecutive years of schooling, with winning students permitted to select any accredited college or university. A fifth year will be considered in five-year courses for students of outstanding scholastic ability.

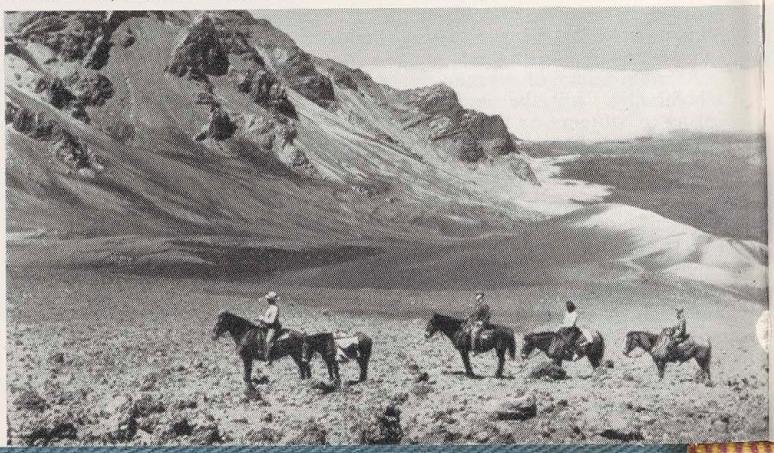
Summertime employment also is offered by the railway to its scholarship students.

Award winners again will be selected by a committee of two general chairmen of Great Northern Railway labor organizations, two businessmen and two college or university faculty members. Committee appointments will be announced later.

Provisions of the scholarship plan include the requirement that a parent of the competing student must have been a Great Northern employe not less than 10 consecutive years. An eligible student also must graduate in the top third of his high school class.

Among the 1959 winners were Jerry K. Larson, Willmar, Minn.; Gary L. McFarlen, Stanley, N.D., and Thomas P. Schwartzbauer, St. Paul, Minn.

Waikiki is expanding and many new hotels are going up in the vicinity, but the white sand, clear water and the eternal landmark, Diamond Head, as seen in the top photo, go on forever in beauty. Below, Haleakala, meaning "House of the Sun," is the largest dormant volcano in the world. It is on Maui Island, and is part of Hawaii National Park.



HAWAII: STATE OF ENCHANTMENT

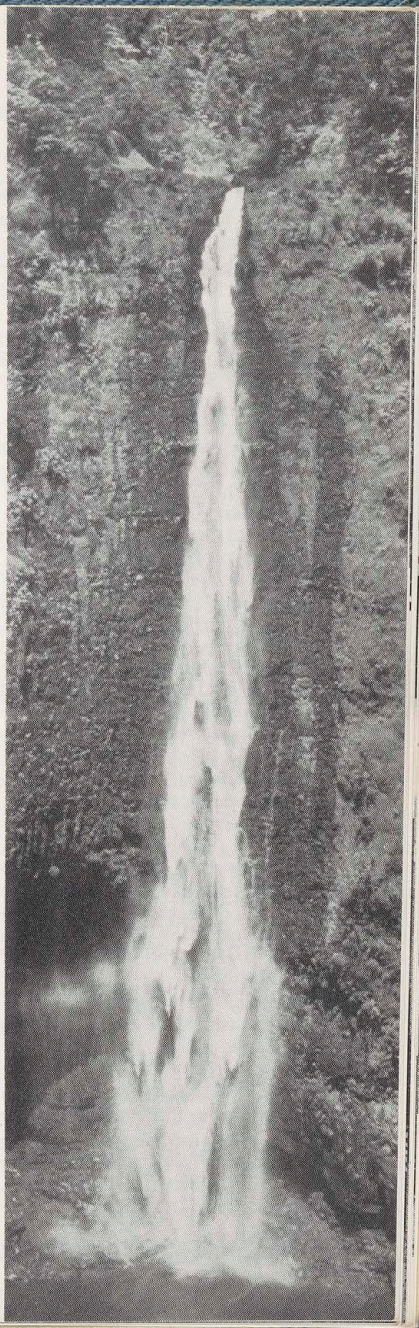
The largest luau (Hawaiian feast) ever held is planned as one of the features of the official four-day Admission Day celebration November 26-29 marking Hawaii's admission as the 50th state of the Union.

An estimated 50,000 persons are expected to be in Honolulu's Ala Moana park on Nov. 28 for the event. The traditional kalua pig will be roasted in the underground oven called an imu. Poi and other luau staples will be served along with barbeque foods.

Government representatives on a legislative or similar level are being invited from the 93 free nations of the world. Invitations are being sent

(Concluded on Page 10)

Hawaii is noted for its lovely girls, mixtures of a dozen nationalities. There are very few pure Hawaiians left in the islands. A sample of beauties is shown below. One of the other lovely scenes on the islands is Akaka Falls, right, which tumbles 420 feet over a cliff on which clings fern trees and other tropical plants. It is on the island of Hawaii.



through the State department and the governor of Hawaii's office.

Vice President Nixon has been invited to make the highlight speech of the formal ceremony November 29.

Nature was in a generous mood when she created Hawaii.

It consists of a chain of tropical islands, each distinctive and enchanting.

There are eight main islands in the group. Lying some 2,000 miles from the United States mainland, they are just hours away.

A visit to Hawaii means more than just a visit to Honolulu and Oahu, the island on which it is located. Excellent hotel accommodations are available on all islands, Oahu, the commercial and political center; Hawaii, youngest and largest in the group, and Maui Kauai and Molokai.

Surf-board riding, canoeing, swimming and fishing are sports which may be enjoyed at Waikiki and other numerous beaches on the islands. However, if the visitor only wants to relax, sunbathing is ideal.

In Honolulu is the world's largest pineapple cannery. The island of Hawaii is famed for its two active volcanoes and there also is located the famed orchid industry.

Although Hawaii has no seasons, the climate being pleasantly mild all year with an annual average temperature of 74 degrees, the spring months are a particularly delightful time to visit the Island and observe the flowers in bloom.

Everyone is familiar with the haunting strains of Hawaiian music. The islands offer the most accomplished musicians in that field.

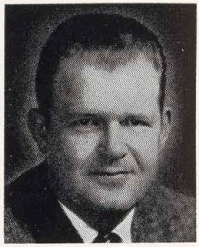
Famed Waikiki has undergone a transformation the past few years.

Once a swamp, today there are 65 hotels in Waikiki and many more being built. Hawaiian wear shops, wood shops and department stores provide the tourist with all the lures of vacationland.

Many Hawaii-bound vacationers ride the Great Northern Railway's streamliners, the Empire Builder or Western Star, through the scenic West to California. There they board transportation to the islands to continue their vacation.

As an example, first class, round trip transportation from Chicago to San Francisco via GN costs only $154.45 plus federal tax and Pullman fare. Coach fare from Chicago is $114.90 plus federal tax on passenger fare.

Portland Passenger Group Elects Clauson President



Mr. Clauson

K. C. Clauson, city passenger agent of the Great Northern Railway at Portland, Ore., was elected president of the Portland Oregon Passenger Association.

Other elected officers are G. E. Fulton, Union Pacific Railway, vice president, and J. Maloney, Gray Line Tours, secretary-treasurer.

Vancouver Island Winter Ferry Service Assured

Ferry service between Anacortes, Wash., and Sidney, B.C., will be continued throughout the winter, I. D. Birse, manager of the Washington State Ferries, announced.

Daily sailings will be provided between Anacortes and Sidney via the San Juan Islands.

Goat Gaieties

Ace In The Hole

Two men were commenting on a friend's bad luck at the horse race.

"Funny," said one, "how lucky Joe is at cards but how unlucky at the track."

"Nothing funny about it," his friend answered. "They don't let him shuffle the horses."

* * *

Ups and Downs

A tipsy businessman entered the crowded elevator but stood facing with back to the door. He tried to turn but was wedged so tightly he couldn't move. The other passengers stared into his bleary eyes with growing embarrassment.

When the strain became quite painful, the drunk cleared his throat and remarked:

"I suppose you all wonder why I called this meeting?"

* * *

Tell-Tail Sign

A husband brought his dog to the veterinarian and asked that the dog's tail be cut to the very last hair.

"Sorry, I can't do that," the vet said. "Why do you want to do that to the innocent dog?"

"My mother-in-law will be visiting us next week," he answered. "And I want to eliminate any possible sign of welcome."

Rank Injustice

Young lady: "Officer, a sailor came into my cabin last night."

Officer: "What do you expect in third class, lady, the captain?"

* * *

Color Blind

"They say brunettes have sweeter dispositions than blondes."

"Don't you believe it! My wife was both and I didn't see any difference."

* * *

Fast Thinking

For years, the conductor had been short-changing his wife when he handed her the pay envelope. One day he was ill and the wife picked up the check. She asked him why it was more that week.

Stammering at first, the conductor collected his wits and said:

"Oh, I know. They haven't paid my engineer and the rest of the crew yet."

* * *

Fore!

"Confound it, sir," an elderly golfer told a newly-married husband, "you nearly hit my wife!"

"Did I? Sorry," he retorted. "Well, have a shot at mine over there."

* * *

Famous Epitaphs

Bopster: "Don't Dig Me Man—I'm Gone."

Hypochondriac: "I Told You I Was Sick."

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN Presented Harriman Safety Award

The Great Northern Railway was presented a certificate for outstanding railroad safety during 1958 by the American Museum of Safety in New York City. Shown at the presentation from the left are James G. Lyne of New York City, editor of Railway Age and chairman of the Harriman Awards Committee; J. T. Andrew, general safety superviser and C. A. Pearson, vice president, personnel, both of the Great Northern Railway.

Glacier Park Improvement Program Well Underway

Initial work to provide roads and utilities for future extension of campgrounds and picnic areas in Glacier National Park, Montana, have progressed rapidly since work began in August, the Department of the Interior reports.

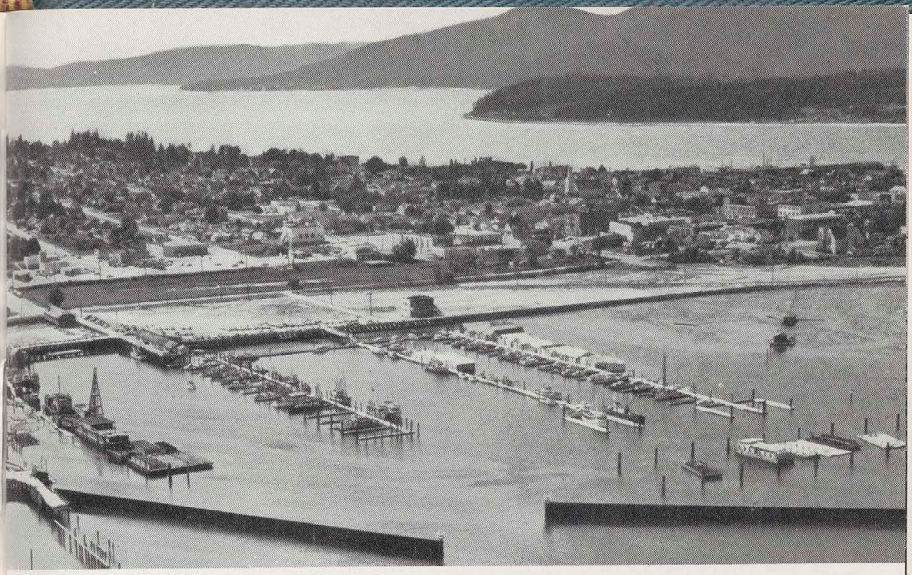
The $293,017 contract calls for the construction of 1.6 miles of roads and parking areas at St. Marys and Two Medicine Lake campgrounds; development of water, sewer and electric systems at Many Glacier campground, and water and sewer systems at the Two Medicine Lake campground.

Other work in the contract includes an amphitheater at the Swiftcurrent campground and a concrete boat-launching ramp; boat-trailer and bus parking area, and a chlorinator house for the water system at Two Medicine Lake.

GN Opens New Station

A new station has been established six miles north of Sioux Falls, S.D., to serve the Northern States Power Company reactor plant.

It is called Pathfinder.



ANACORTES, WASH.—

Gateway To The San Juan Islands

The Port of Anacortes, Wash., is the water gate through which pass oil tankers from far off islands, lumber freighters bound for markets across the seas, and fishing vessels which come to discharge their catches.

And along with these normal commercial functions is a growing pleasure boat activity. Anacortes proudly calls itself "The Gateway to the San Juan Islands."

Fidalgo Bay and Guemes Channel, names reflecting the early explorations of the Spaniards along waters now shared by the U. S. and Canada, are the principal waterways for commercial traffic.

Deepsea tankers laden with crude oil from the Middle East and South American ports discharge their cargo at piers reaching out from the refineries of the Shell Oil Company and the Texas Company on Marches Point.

Lumber ships tie up at the foot of Commercial Avenue at piers where a million board feet of lumber can be piled awaiting shipment. More than 600,000 cases of canned salmon have been stored in port warehouses from the local and Alaska pack in a season. Oyster seed from Japan comes to these piers each spring to plant the local crop.

Along Cap Sante waterway, hundreds of pleasure craft are moored in the ever-increasing annual cruising among the San Juans and into the neighboring sheltered waters of Canada. Boaters from more populous areas come to Anacortes to launch their small craft or moor their larger cruisers when the San Juan summers call.

(Continued on Page 14)

LIME

Along the Great Northern

(This is one of a series on the Mineral Research and Development Department of the Great Northern Railway.)

Lime, or burnt lime, is one of the most useful products of limestone.

In 1956, more than 10 million tons valued at 136 million dollars were used in the United States. Chemical and industrial uses accounted for 63 per cent of the tonnage and 56 per cent of the value.

Refractory consumers took 23 per cent of the tonnage and the building trades and agriculture utilized the balance.

Chemically, lime is calcium oxide, but, commercially, lime or quicklime is understood to mean the product of complete calcination (burning) of a "limestone." It is usually gray or white in color.

Lime is used as the cheapest and most easily available alkali chemical for industry; it is also used agriculturally to neutralize soil acids.

Other uses include that of improving the soil "tilth" and providing calcium and magnesium for plant growth. Also well known is its valuable use in construction purposes because it is the cheapest mortar.

Approximately, two tons of limestone and 600 pounds of coal or its equivalent are required to produce one ton of lime. Kilns vary from 6 to 11 feet in diameter and 60 to 400 feet in length and usually have a capacity of 100 to 150 tons of product per 24 hours.

Natural gas or oil are preferred fuels. Carbon dioxide released from the limestone is sometimes recovered for immediate use at sugar refineries, compressed in tanks or shipped as dry ice.

Because the use of lime for chemical, metallurgical and refractory purposes is the only growing market, utilization of lime from sources in Great Northern territory is related to growth of these industries.

No lime burning plant is now located in the area served by the Great Northern Railway.

The Mineral Research and Development Department of the railway is working with a substantial lime manufacturer in resource and market surveys aimed at establishing a lime plant in the Pacific Northwest.

"Steam's Finest Hour," By Morgan, Off Press

Nostalgia covers the pages of "Steam's Finest Hour," a 128-page pictorial of the American (U.S., Canadian and Mexican) steam locomotive at its highest stage of development in the two decades before the diesel took over.

The 16 x 11-inch horizontal book made possible beautifully detailed photographs of each of the 101 locomotives shown—presented not only in precise broadside builders' photos and specifications, but also in the dramatic action of 120 unpublished photos.

The more than 20,000 words of explanatory text are by steam fancier David P. Morgan, editor of TRAINS magazine.

ANACORTES—Conclusion

Anacortes is served by Great Northern with trackage reaching all areas of the waterfront. At the west end of Guemes Channel a 51-acre area with 2,880 feet of waterfront is platted for industrial expansion.

Anacortes is also the key point for Washington State Ferries in the northern Puget Sound region. The Port of Anacortes is building a new $650,000 ferry terminal for the fleet serving San Juan Island cities and Vancouver Island, B. C.

Hallock Agent Has Green Thumb

Visitors to Hallock, Minn., and others passing through the town on the Great Northern Railway's Winnipeg Limited, are struck with the beauty of the station grounds. M. C. Walton, GN agent, began planting flowers and decorating the northwestern Minnesota station 10 years ago. His novel activity and station recently was the subject of a two-page color story in the Minneapolis Sunday Tribune PICTURE magazine.

Seattle's Century 21 Delayed Until 1962

Seattle's Century 21 opening has been delayed until the spring of 1962 to enable foreign and American industries more time to prepare exhibits, it was announced.

Commission members unanimously voted to postpone the exhibition that was to open on May 10, 1961.

Many prospective American industrial firms favor postponement because if their exhibits are to be of international-exhibition quality, emergency appropriations would be required to finance showings. The same fact applies to several foreign exhibitors.

An appropriation of 9 million dollars by the U. S. Government presents a possibility of a much bigger exhibition than originally planned, many commission members feel.

4,890 New Freight Cars Delivered in August

The nation's railroads received 4,890 freight cars in August, compared with 4,273 in July, according to a recent joint announcement by the Association of American Railroads and the American Railway Car Institute.

Freight for our 2 new states goes great both ways via Great Northern

Long before Old Glory wore 48 stars—not to mention 50—Great Northern had developed a knack for handling goods for transshipment to and from Hawaii and Alaska. We're old hands at it now . . . and superbly equipped for the job.

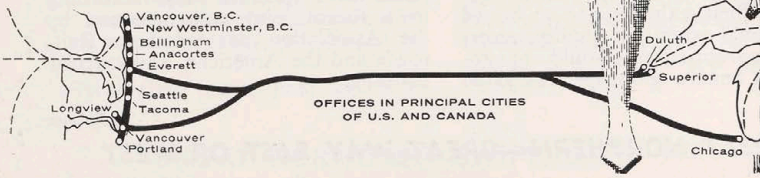
Our rails span the top of the nation, connect the Midwest with principal Pacific Northwest ports—Portland, Longview, Tacoma, Seattle, Everett, Bellingham, Vancouver, B.C., to name but a few. We link more ports, east and west, than any other railroad.

Just name your cargo and its destination, and leave the rest to us. *Write G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.*

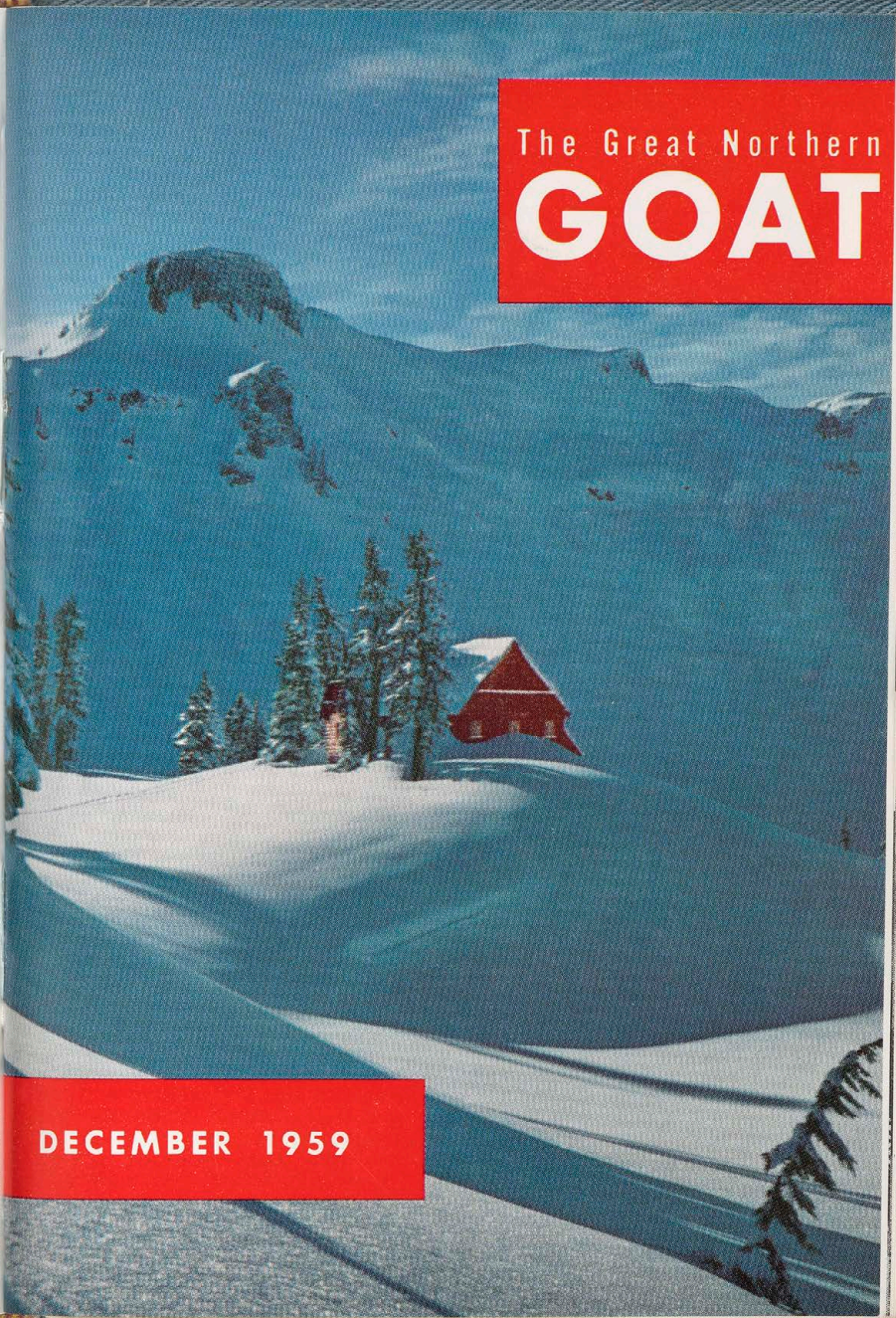
P.S. Our two new states are opening up bright opportunities on the mainland. For available industrial sites in port cities, *write E. N. Duncan, Great Northern Railway, St. Paul 1, Minnesota.*

GREAT NORTHERN RAILWAY

***CAREFREE VACATION TRIPS** to Hawaii and Alaska start on the incomparable EMPIRE BUILDER . . . daily each way between Chicago and Seattle-Portland. Excellent connections to Vancouver, B.C.*



OFFICES IN PRINCIPAL CITIES OF U.S. AND CANADA



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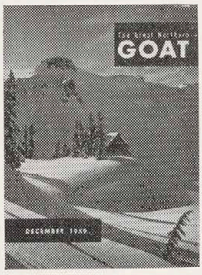


The late afternoon sunshine reflects off the powder snow on Table Mountain and Austin Pass warming hut in the popular Mt. Baker ski area in the Northern Cascades in Washington. Color Photo by Bob & Ira Spring.

Your Railroads

Proposed federal legislation backed by railroad labor as a safety measure and opposed by management as constituting both featherbedding and an invitation for broader federal controls relates to the hand car—or its motorized, windshielded descendant.

Officially, these vehicles are designated "track motor cars." Their main purpose, as everyone knows who ever watched a brace of brawny figures in overalls pumping an old style hand car down the line, is to transport railroad workers to the day's project site.

In effect, as rail attorneys interpret the bills, they would proclaim the motor cars to be "trains" and would subject them to all rules and regulations governing train operations—including those involving the crew.

"If we have to do this," said one railroader, "we'll have no room for the man who does the work."

The language of the bills (1425 in the Senate and 2487 in the House) does not specifically call for these crewmen. But, say the carriers, experience shows that anything that becomes a train, officially, is subject to such crew requirements.

Despite the obvious expense that might be entailed in providing full crew for motor cars should the bill become law, rail executives are, if anything, more disturbed about other provisions.

The bills recognize that roads already have operating rules covering the movement of track motor cars. But, they would require that the rules be submitted to the Interstate Commerce Commission for approval and, once approved, not changed thereafter without the commission's okay.

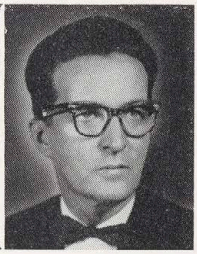
Hence, the bills first place the motor cars in the "train" category, then assign to the ICC certain authority over these "trains" which individual railroads always have exercised over their own trains. *(Reprinted from the Chicago Daily Tribune, Aug. 18, 1959.)*

GN Freight, Traffic Dept. Promotions

Recent promotions in the Great Northern Railway's freight and passenger traffic departments were announced recently by G. D. Johnson, general freight traffic manager, sales and service, and P. G. Holmes, passenger traffic manager.

Charles L. Hand, former traveling freight agent in Chicago, has been appointed general agent in Kansas City, Mo., succeeding C. C. Thompson who retired after 39 years of service with the railway.

Mr. Heyer



Mr. Tierney

Succeeding Mr. Hand in Chicago is Woodrow W. Collins, former city freight agent in Seattle.

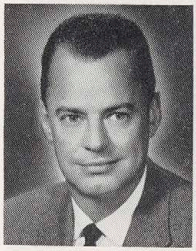
Robert F. Anderson, traveling freight agent for the GN in San Francisco, has been named general agent for the railway at Oakland, Calif., succeeding the late A. F. Nikolai.

Also announced was the appointment of Owen W. Freeman, former chief clerk to J. J. Woulfe, assistant freight traffic manager, as traveling freight agent at San Francisco.

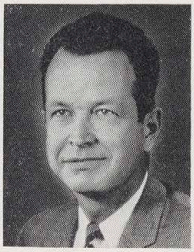
Joseph L. Tierney, former district passenger agent in New York, was named general agent, passenger department for the railway in N.Y.C.

He succeeded Henry Deissler who retired after more than 39 years of service with the railway.

Also announced was the appointment of H. Walter Heyer as district passenger agent for the railway.



R. F. Anderson



Mr. Hand

Rails Play Leading Role In Christmas Card Delivery

The bulk of the back-breaking load of holiday mail will be hauled by the railroads of the nation which make rolling stock available to the Post Office Department.

They provide a daily average of more than 215 solid-mail trains, each consisting of 12 cars, and railroad employes work in closest cooperation with postal employes.

It is estimated that this year, between Dec. 1 and Christmas Eve, the Post Office Department will deliver more than 6 billion gift packages and greeting cards, with the cards and other seasonal letter mail comprising the greater proportion of the total.

As much as 10 pounds of Christmas mail—letters and parcels—will be handled for every man, woman and child in the United States.

History records the first commercial Christmas card was put on the market in London in 1843, and legends surrounding the exchange of "cards" go back to the ancient days of the Romans and Egyptians, when any exchange of small tokens was considered good luck.

With the passing of time, the practice of exchanging written messages at Christmas became more popular.

PLAINS INDIANS HEADLINE INDIAN

A favorite portrait at the exhibition was that of Two Guns White Calf, above, a grand uncle of Peter Redhorn, Jr., right, who is explaining Indian symbols on the portrait to Boy Scouts. Two Guns was one of the models for the buffalo nickel.

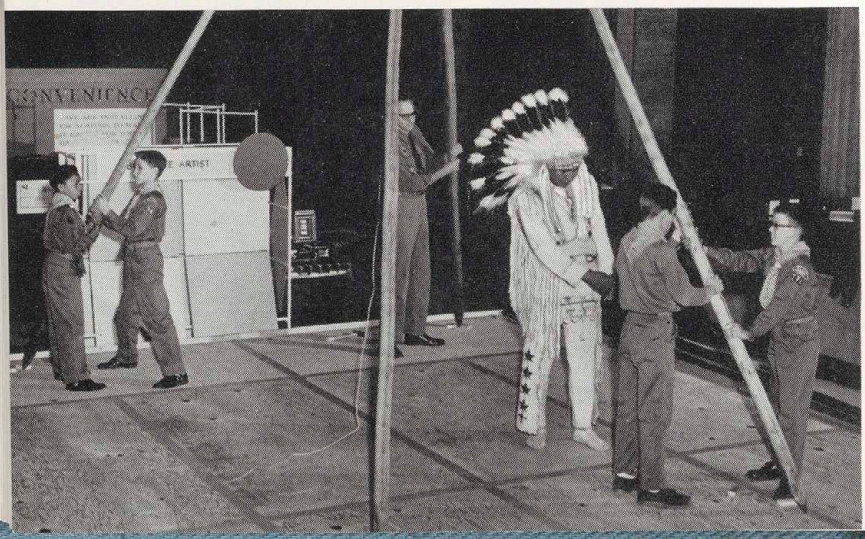
Colorful Blackfoot Indian portraits of Winold Reiss and artifacts of the Plains Indian recently brought a bit of the West to more than 6,000 persons in the Twin Cities area.

The Great Northern Railway and the First National Bank of St. Paul co-sponsored "Indian Summer," an exhibition in the bank.

Original Reiss Indian portraits owned by the railway and by the family of the late Mr. Louis W. Hill, Sr., second president of the railway, and Indian artifacts from the Museum of the Plains Indian at Browning, Mont., and the St. Paul Institute drew the attention of the public.

An authentic 20-foot tall tepee was erected on a raised platform in the bank by Peter Redhorn, Jr., a full-blooded Blackfoot Indian from Browning, Mont., and Boy Scouts of Troop 35, St. Paul.

The art of erecting an authentic, 20-foot Indian tepee is shown by Peter Redhorn, below. He was assisted in setting up the four supporting poles by Scouts and workmen. An additional score of lodgepoles were set against the four poles.



N SUMMER SHOW

Peter Redhorn appeared in person during the exhibition and answered questions of students, businessmen and teachers who were intrigued by the display and the tepee around which mannequins were donned in authentic Blackfoot garb.

Winold Reiss, a native of Germany, made his first trip West in 1919. In the 34 years before his death in 1953, he returned many times, drawing the Blackfoot Indians he learned to know so well.

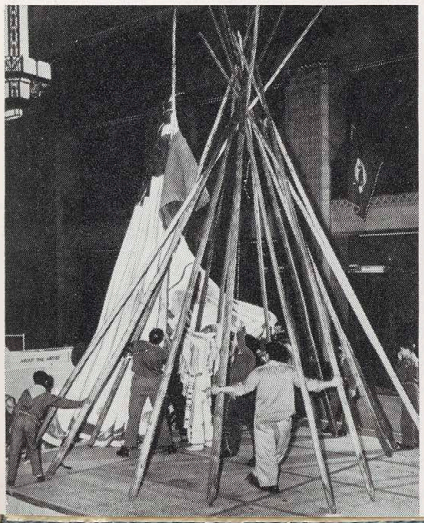
The portraits were drawn on the Blackfoot Indian Reservation adjoining Glacier National Park in the Montana Rockies. They are generally in pastels, charcoal, crayon or tempera. A few of his works are in oil.

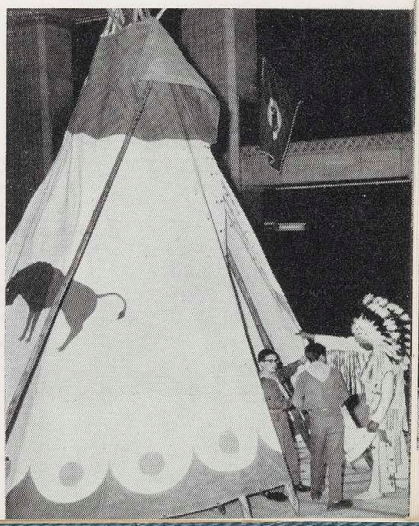
Peter Redhorn is an authority on the customs, traditions, stories, songs and dances of the Blackfoot Indians.

(Continued on Page 6)

The induction of Philip H. Nason, top photo, president of the First National Bank of St. Paul, into the Blackfoot Indian tribe was a cause for merriment. He is shown enjoying the rite with Peter Redhorn, Jr., who conferred on him the name of Mo-Ka-Ke-Pe-Ta, or Wise Eagle. The completed tepee is below.

The folded, brightly-painted canvas which is the outer covering of the tepee is shown below being tied to one of the longest lodgepoles. It is then raised and the covering is stretched around the poles. Flaps at the top control fire draft and ventilation.





Order of a Merrie Yule-tide

AS ye do rise, at nine o'ye clock, WAITS in picturesque array, salute YE DAY in ancient song and Carol without thy sleeping quarters. And, later, sing again hard by ye portal of ye Dining Hall, as ye do break thy fast.

AT ye TEA HOUR damsels in pretty garb of olden days will bring toothsome dainties the while musicians play sweetest musick, all in ye MAIN LOUNGE, with crackling Yule Logs in ye grene fireplaces.

AS TWILIGHT falls at Seven o'ye clock, ye gather in ye MAIN HALL for ye Firing of ye Yule Log, with jester and with seneschal, with song and masque, with ceremony, pageantry, and with much rejoining.

As yet sit at meat, a goodlie companie in colorful procession, their voices loud upraised in Latin song, acclaim with trumpeters: "Ye Grete Boar's Hede, Sweet rosemarry and bays around it spread." And while ye feast, rafters ring in song.

Follows, as ye clock strikes nine, Yuletide Musicale, to merrie minstrelsie, in ye Lounge.

An so "good night" my lords and ladies, after a jocund day.

Courtesy Empress Hotel, Victoria, B. C.

PREVENT CRIPPLING DISEASES

BIRTH DEFECTS

ARTHRITIS

POLIO

JOIN THE NEW MARCH OF DIMES

NF

THE NATIONAL FOUNDATION

INDIAN—Concluded

He is one of the 300 remaining full-blooded Blackfoot tribe.

His grandfather, Crooked Arm Redhorn, was a warrior and leader whose exploits are legendary. Many of his ancestors were medicine men and women and his father was a Christian minister.

Well-educated, Peter Redhorn attended Northwestern Christian college, Eugene, Ore. He served as a federal Indian special officer, chief of police in an Oregon community and a social worker in both Oregon and Montana.

Hollywood used him in three motion pictures and he supervised Indian dialogue in one.

Among his other accomplishments was his two-year tenure on the 13-man Blackfoot tribal council which governs the affairs of about 7,700 tribal members.

STEVENS FOUND MARIAS PASS 70 YEARS AGO

A four-foot blanket of snow and a temperature of 40 degrees below zero greeted a lone engineer who explored elusive Marias Pass 70 years ago on December 11.

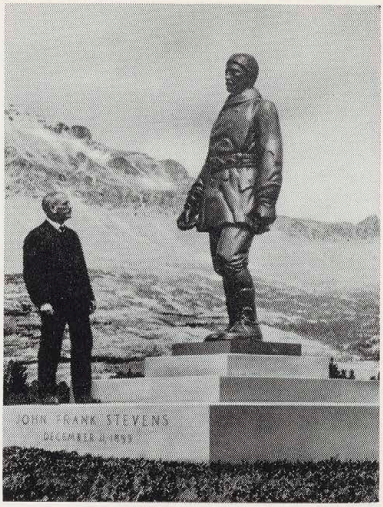
The location assured the Great Northern Railway the lowest Rocky Mountain crossing of the northern rail lines in the country.

The story of Col. John F. Stevens, slowly trudging to the 5,213-foot pass on the Continental Divide in northwestern Montana in 1889, is a story of human endurance and professional determination.

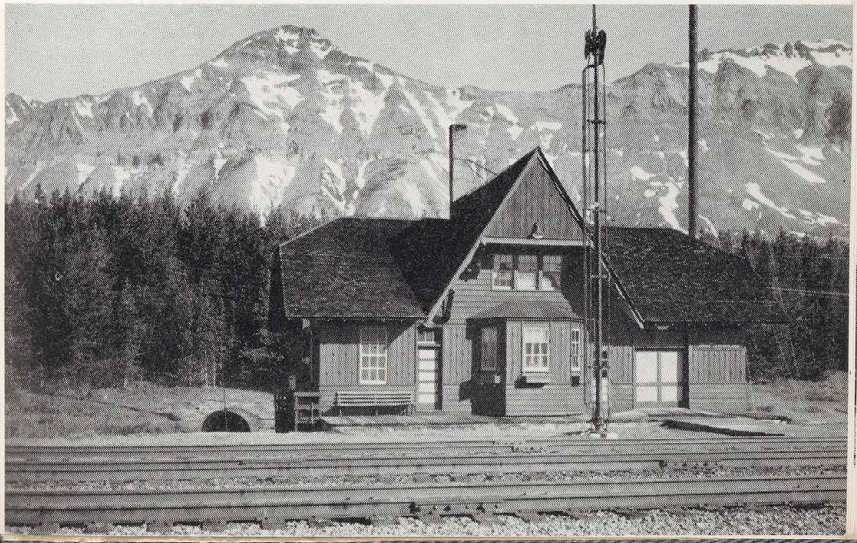
For it was his assignment from James J. Hill, the budding "Empire Builder," to locate the "mythical" pass that the Blackfoot Indians of Montana believed was inhabited by evil spirits.

Battling blizzards most of the way from Fort Assiniboine, Mont., 150 miles east, Col. Stevens had left earlier from St. Paul to solve the riddle that puzzled Mr. Hill and his locating engineers for many months in pushing rails of the St. Paul, Minneapolis & Manitoba (predecessor of the Great

(Concluded on Page 8)



John F. Stevens, famed civil engineer, views the statue erected by the Great Northern Railway in Marias Pass honoring his exploration of the pass in 1889. The late Stevens also discovered Stevens Pass across the Cascade Mountains in Washington. Summit Station, below, at Marias Pass on the Continental Divide is the highest elevation (5,213 feet) of any station on the Great Northern line. Nearby, on a knoll, is the statue of John F. Stevens.



GN Baggage Car Hauls GE 'Trainload of Values'

A Great Northern Railway baggage car was the traveling exhibition room for scores of General Electric Co. appliances and television sets in November in Washington, Oregon and Idaho.

Coupled to a Western Star lounge car and riding the GN and connecting lines, the car was a showroom where salesmen and dealers worked out the wholesale purchase and shipping arrangements of GE products.

During the regional swing, the cars were parked in rail yards at Portland and Eugene, Ore., and at Tacoma, Seattle, Everett, Spokane and Pasco, Wash.

MARIAS PASS—Conclusion

Northern) from the Mississippi to the Pacific.

Col. Stevens' small party consisting of a mule team, a driver and a saddle horse proceeded for a distance when members refused to continue. He induced a Flathead Indian to accompany him from that point.

They fashioned snowshoes from frames and cowhide for easier movement through deep snow. Shortly after, the Indian dropped out and made camp, a few miles from the true summit.

Col. Stevens later reported he finally walked directly into what now is known as Marias Pass after a few futile attempts.

In order to determine if the pass was the lowest passage between the mountains and the top of the Divide, he continued west until he discovered a creek draining west into the Pacific watershed.

Quoting from a letter Col. Stevens wrote years later:

"The short days of winter made a rapid move necessary, and after a terrifically hard and exhausting struggle, I managed to get back to the summit where I remained all night.

"It was almost impossible to build and keep a fire going, so I tramped a track about 100 yards in length and walked it back and forth until enough daylight broke to make it safe for travel."

Constant motion prevented him from sleeping and freezing to death. One advantage of the extreme cold on the summit, Col. Stevens said, was "that the mosquitoes didn't bother me."

Upon returning to the sleeping Indian, he found him half frozen. They made it back to their party and learned the temperature there was 40 degrees below zero, some 1,500 feet below the pass.

Determination that the pass was practical for railway purposes saved the Great Northern more than 100 miles of distance, less curvature and a much better line. It still is the lowest railway pass over the Divide in the nation north of New Mexico.

In 1893, Col. Stevens discovered Stevens Pass over the Cascade Mountains in Washington. He later became chief engineer of the Panama Canal, and in 1917, reorganized the Trans-Siberian and Chinese Railways.

Chicago-Bound Carrier Salesmen

Carrier salesmen for the Fargo, N. D., Forum recently embarked on Great Northern Railway's Red River train to St. Paul on one leg of their trip to Chicago. The 26 carriers—including three girls—were winners in the Forum's subscription contest. The expense-paid trip was supervised by employes of the newspaper.

BEST U. S. TRAVEL YEAR SEEN FOR '60

The 1960 travel year should be the greatest in United States history.

Experts in the field of travel forecast a record volume of domestic travel augmented by an influx of visitors from abroad.

The drive for greater travel in the U.S. has been assisted by President Eisenhower's proclamation of 1960—Visit USA Year.

The predicted increase is based upon the steady growth pattern which has seen the U.S. spending for domestic travel increase from $15.03 billion in 1947 to $24.4 billion in 1958. The 1959 total is expected to top $25 billion and the 1960 total should approach the $26 billion mark.

One of the leading organizations promoting U.S. travel is the National Association of Travel Organizations.

The Great Northern Railway has extensively promoted United States travel in its magazine, newspaper, radio, television and other media advertising.

Merry Christmas

to all

Seattle-Vancouver Fares Cut Up To 31%

Round-trip, special coach-class fare between Seattle, Wash., and Vancouver, B.C., on the Great Northern Railway's Internationals was cut more than 31 per cent effective on Nov. 23, P. G. Holmes, GN passenger traffic manager, announced.

Fare between the two points now is $4.95 plus 10 per cent federal tax when purchased in the United States. There is no transportation tax in Canada.

The tariff, which is scheduled to remain in effect through May 15, 1960, provides that the tickets be limited for passage to 15 days in addition to the date for which they were sold as indicated on the tickets.

Identical special coach-class, round-trip fares also are in effect between Edmonds, Everett and Marysville, Wash., and Vancouver, B.C.

The special, one-way, coach-class fare between Seattle, Wash., and Vancouver, B.C., will be $3.70 plus federal tax in the United States, effective on Dec. 21 and continuing through May 15, 1960.

One-way tickets will be limited to three days in addition to the date for which they were sold as indicated on the tickets.

The new round-trip fares are the lowest between Seattle and British Columbia points since the establishment of service on GN's coast line in 1891.

Great Northern operates three schedules each way each day along the scenic water-level route of the streamlined Internationals.

Trains leave Seattle at 7:40 a.m., 2 p.m. and 6:25 p.m., and arrive in Vancouver, B.C., at 11:45 a.m., 5:40 p.m. and 10:20 p.m.

Trains depart Vancouver at 8 a.m., 12:30 p.m. and 6:30 p.m., with arrival at Seattle at 12:10 p.m., 4:35 p.m. and 10:25 p.m.

Canadian and U.S. customs and immigration services are provided at the Vancouver, B.C., station and aboard all trains making it possible to cross the boundary without delays enroute.

Film Star Ladd, Wife Board Empire Builder

Mr. and Mrs. Alan Ladd and their dachshund board the Great Northern Railway's Empire Builder in Seattle en route to motion picture location in Glacier National Park. She is the former Sue Carroll of the films. The Ladds also toured the gardens at Seattle's King Street passenger station and admired the dahlias perfected at Great Northern's Nursery at Monroe, Wash. (Other details of the motion picture enterprise on Page 17)

12 Million Visit U. S. Park Areas in August

A record 12,100,000 persons visited the 29 national parks and 153 other areas administered by the National Park Service in August, the Department of the Interior reported.

Misdirection

"Say, Mr. Smith, I saw your wife kissing the ice man this morning."

"What! Wasting her time on him when we owe the grocer $20!"

* * *

Three And Out!

Bachelor Farmer Brown hitched dobbin went to town to find a wife. He found one, married her, and they drove home. On the way Dobbin stumbled.

"That's once," he said. After Dobbin stumbled the second and third times, Farmer Brown said "That's two," "That's Three." He pulled out his shotgun and killed the horse.

"Terrible and cruel," screamed his wife and she slapped him.

"That's one," Farmer Brown said.

* * *

Book Learnin'

A new employe reported for work and the boss told him to pick up the broom and sweep out the office.

"But, sir, I'm a college graduate," the youth said.

"Oh, well," the boss said, "give it to me. I'll show you how."

* * *

The Initial Change

"Oh, I know my wife is through with me this time."

"How is that? What happened?"

"Last night she made me turn in my towel marked HIS."

Temptation

Bobby had been instructed in manners while attenting Sunday school.

"Did you show your teacher and other children how well you behave?" his mother asked after he returned from his first class.

"Yes, ma'am," he replied. "I even said, 'no, thank you,' when the teacher offered me a plate full of money."

* * *

Poor Circulation

"You sure kept your word, Doc, when you told me I'd be walking in a month."

"Oh, you're feeling fine? Your broken leg doesn't hurt anymore?"

"No, I had to sell my car to pay your bill."

* * *

All Eyes

"Junior, do you like your new nurse?"

"No, mama, I hate her. Sometimes I feel like grabbing her by the hair and biting her on the neck like daddy does."

* * *

No Family Secrets

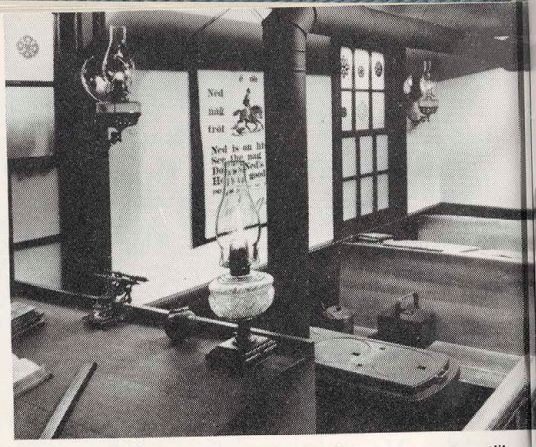
"George, darling, if I marry you I'll lose my job."

"Can't we keep the marriage a secret?"

"But suppose we have a baby?"

"Oh, we'll tell the baby, of course!"

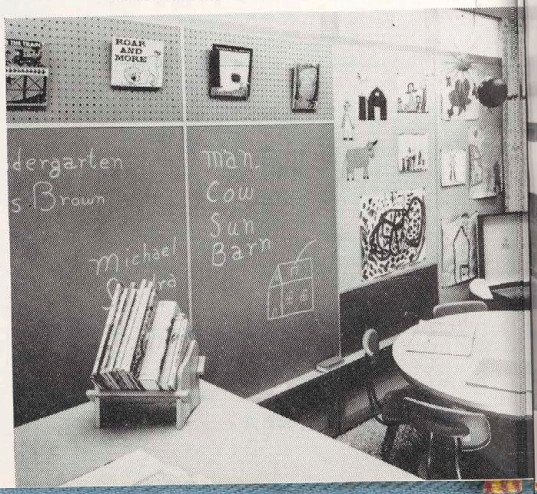
SCHOOL ROOM PROGRESS U.S.A.

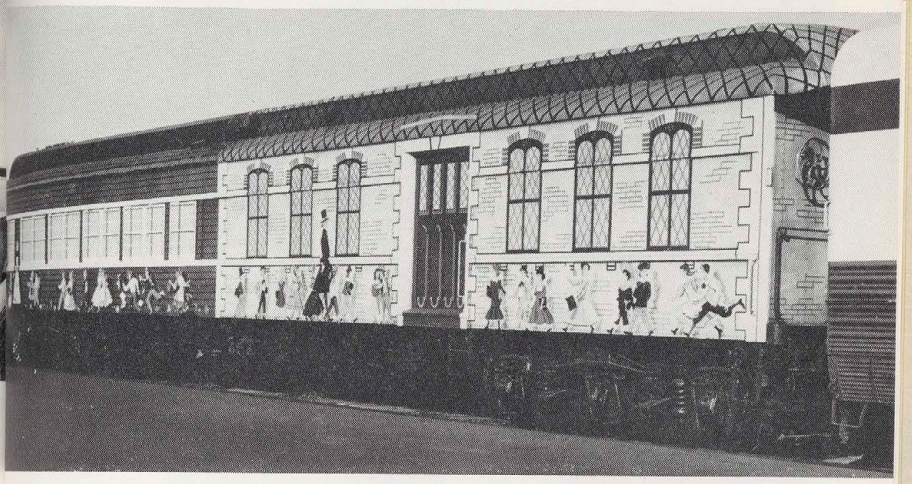


OLD— The rural school of the 1870's was a one-room, utilitarian classroom. A box-type wood-burning stove was centered in the room and its stovepipes were supported by wires. A pot of water on the stove provided humidity. The room is one of three on exhibit in the old rail car, right.

"T is a Tiger who creeps through a wood,
With a step like a cat as he seeks for his food.
U is in Urchin, who looks like a fool,
As with lessons unlearned, he is sneaking to school."

NEW— The colorful and warm school room of today is a contrast to the old. Streamlined desks, excellent illumination and revolutionary teaching aids make the role of the teacher more enjoyable. Students benefit under the improved system. The room is one on exhibit in the modern car, right.





The lines, taken from one of the earliest primers, are exhibited in one of the two trains of the Fifth Annual Exhibition Tour of the Schoolroom Progress USA.

The trains, one a modern streamliner housing modern school exhibits, and the other an old-style coach holding the three reconstructed 19th Century classrooms and exhibition gallery, recently were exhibited in the Twin Cities to thousands of persons.

They were shown in cooperation with 22 leading American corporations. The Henry Ford Museum and Greenfield Village sponsored the old section and its museum and the modern train was shown through the auspices of the Encyclopedia Americana. It was locally sponsored by the Northern States Power Company.

(Concluded on Page 16)

"MY REAL REINDEER...!"

SCHOOL—Conclusion

In the old exhibit, one of the typical schoolrooms attracting visitors is patterned after the McGuffey School in Greenfield Village, Dearborn, Mich. The room is built of rough boards or logs topped with a roof of simple board construction.

The school furniture is simple, practical and uncomfortable. Desks consist of boards, supported by wooden pegs driven into the walls of the building. A small window provided little illumination. Artifical lighting consisted of candles or whale oil lamp.

Other schoolrooms are the rural school of the 1870's during the period when most of our nation lived on farms or in small villages. The rooms were an improvement over the frontier schoolrooms which they replaced.

The exhibit of the rural school is based on the Scotch Settlement School attended by Henry Ford and restored in Greenfield Village at Dearborn, Mich.

Plaster and paint replaced wall boards, and windows often replaced walls. The latter were of lighter color. Woodburning stoves provided heat and box desks replaced benches.

The City School of the 1890's had more windows, better desks, improved lighting. Radiators and ventilating ducts replaced the wood-burning stoves and fireplaces. Instructional equipment improved and wax crayons and "dustless" erasers became popular.

Old, standard textbooks were displaced by well-illustrated books using a fresh approach to subject matter and dealing with every subject in the new curriculum.

The modern rail car housing the modern school exhibit depicts the contrast between old and new facilities. Classrooms were designed by five architects who were award winners in the American Institute of Architects' Honor Awards Program.

A modern kindergarten, high school workshop, teacher's room, homemakers' kitchen and other typical modern school aids to education are featured in the modern train.

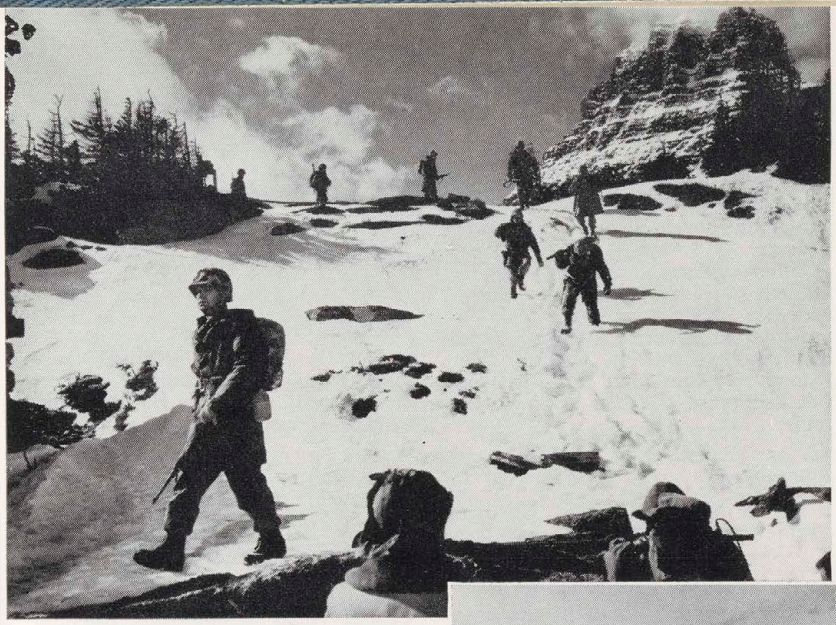
The purpose of "Schoolroom Progress U.S.A." is to focus the public's attention on urgent needs of today's educators. It is hoped that the exhibit will encourage more young adults to enter the teaching profession and support better schools.

An interesting exhibit also shown in the old section is a museum exhibition depicting the educational leadership of William Holmes McGuffey, Noah Webster and Horace Mann. Many documents, texts, primers and artifacts clearly illustrate the educational heritage of America.

708 New Locomotive Units

The first nine months of 1959 saw 708 new locomotive units installed in service, all of which were diesel electric except four gas turbine-electrics.

This compares to 338 units installed in the same period in 1958 by the Class I railroads.



Hollywood film star, Alan Ladd, is shown, above, leading a group of U.S. Marines in a film sequence of "All the Young Men," which was photographed in Glacier National Park in the Logan Pass area.

Glacier Setting for Alan Ladd, Johansson Film

Snow was a welcome element in Glacier National Park in the Montana Rockies in October where moviemen filmed portions of a new Korean war movie, "All the Young Men."

The film features Alan Ladd, the world's heavyweight title holder, Ingemar Johansson, and Sidney Portier.

Filming of sequences took place on famed Logan Pass in the Park. An early snow and sunny skies were ideal for background purposes although a set of a bombed-out village at Many

(Concluded on Page 18)

Another star of the film, Ingemar Johansson totes a machine gun before shooting starts in his first motion picture. He also plays the role of a U.S. Marine.

Passenger, Freight Traffic Club News

PITTSBURGH

Joseph Messina, Great Northern Railway's traveling passenger agent in Pittsburgh, has been elected treasurer of the Pittsburgh chapter of the Bons Vivants.

Other officers are Hugh Flynn, United Air Lines, president; Robert McPeak, Wilkinsburg Automobile Association of America, first vice president; Robert Barrett, Cunard Line, second vice president, and John Matic, Lufthansa German Airlines, secretary.

* * *

ARKANSAS

Barney O. Cleff of the Northern Pacific Railway in St. Louis, has been elected president of the Arkansas Passenger and Freight Association, Inc.

Other elected officers are Wallace H. Crow, Jr., Little Rock, Southern Pacific Railway, vice president, and Art Jansson, Louisville and Nashville Railway, Little Rock, secretary-treasurer.

* * *

PHILADELPHIA

Jack H. Candy of the British Overseas Airways in Philadelphia has been elected president of the Eastern Pennsylvania Passenger Traffic Association.

Elected first vice president was John N. Kiefer, Jr., Delaware River Port Authority, Philadelphia; E. B. Saltmer, Baltimore & Ohio Railroad, second vice president; Mary A. Davitt, Allegheny Airlines, Scranton, Pa., treasurer; and Mrs. A. Newton Gish, Lehigh Valley Motor Club, Allenton, Pa., secretary.

FILM—Conclusion

Glacier on a hill south of the hotel was abandoned because of the lack of snow.

Because of early unfavorable weather, the moviemen intended to switch their filming to Leadville, Colo., but at the last moment plans were changed and the Logan Pass "action" was taken.

Johansson, after a day's shooting, purchased Levis and western hat and went horseback riding for the first time. He enjoyed it, he said.

The Montana National Guard cooperated with the producer of the film by providing an M-41 tank for one of the sequences.

After the required scenes were completed on Logan Pass at the 6,654-foot level, the group continued to California, where the remainder of the film was shot.

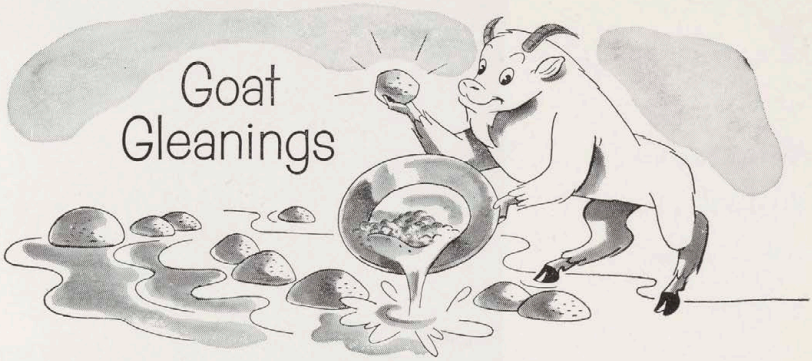
In addition to the stars, many Blackfoot Indians were given employment as extras in the Montana phase of shooting. Some were depicted as members of the U.S. Marine Corps and others as Koreans.

Roosevelt Elk Abound in the Redwood Empire

Named in honor of Theodore Roosevelt, elk ranging up to 1,000 pounds in weight roam the Prairie Creek Redwoods State Park in the Redwood Empire of northwest California.

Generally the Roosevelt Elk (Cervus canadensis roosevelti), also called Wapiti, lead a tranquil life in the park. However, during the months of September and October in the mating season, life for the elk becomes more strenuous as the massive bulls bugle challenges to one another and enter headlong combat for the cows of the herd.

It is estimated that about 450 of these elk range the area at some time during the year. One herd of 32 animals frequents the prairie near the entrance to the park, unmindful of the throngs of vacationists.



The Great Northern Railway held an open house at its modernized station in Quincy, Wash. In charge of arrangements were T. J. Brennan, assistant division superintendent; J. C. Powers, general agent at Wenatchee, Wash., and J. E. Burns, agent at Quincy.

* * *

Washington State Apple Blossom Festival Association officials announced that the 1960 festival saluting Washington State's 100-million-dollar apple industry will be held April 28-30.

* * *

The Portland, Oregon, Rose Festival, which is one of the most colorful civic celebrations in the country, will be held June 2-12 next year.

* * *

Miles B. Crowley has been appointed chief mechanical officer of the Great Northern Railway succeeding J. H. Heron who become assistant vice president-equipment of the New York Central Railroad . . . Also announced was the appointment of J. G. German as superintendent of motive power replacing Mr. Crowley . . . Donald F. Marston has been promoted to chief mechanical officer of the GN and Richard E. Johnson succeeds Mr. Marston as mechanical engineer in St. Paul.

The National Association of Railroad Utilities Commissioners meeting in Philadelphia urged Congress to legislate prompt tax relief for the railroad industry.

* * *

Mr. William S. Hawkins of Coeur d'Alene, Idaho, Grand Exalted Ruler of the B.P.O. Elks, and Mrs. Hawkins, recently were passengers on the GN's Empire Builder from Chicago.

* * *

More than 1,000 letters—many from school-day friends—were received by M. C. Walton, GN agent at Hallock, Minn., whose flower-laden station grounds was the subject of a color story in the Minneapolis Sunday Tribune.

* * *

The U.S. Senate will hear a report in January on the activities of a special transportation study group set up earlier this year, Sen. Magnuson of Washington, chairman of the Senate interstate and foreign commerce committee, said.

"We must keep before us at all times the thought that each mode of transportation should develop according to its inherent advantages—present or potential," he added.

When they saw
the star they rejoiced
with exceeding
great joy.

And when they were
come into the house,
they saw the young
child with Mary
his mother, and fell
down and worshipped
him: and when they had
opened their treasures,
they presented unto
him gifts; gold,
and frankincense,
and myrrh.

Matthew 2, 10-11