



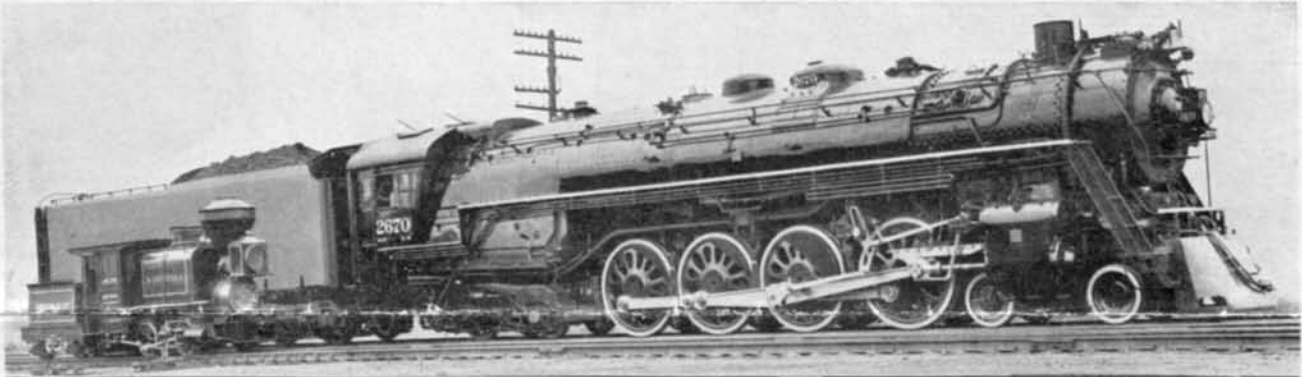
The North Coaster



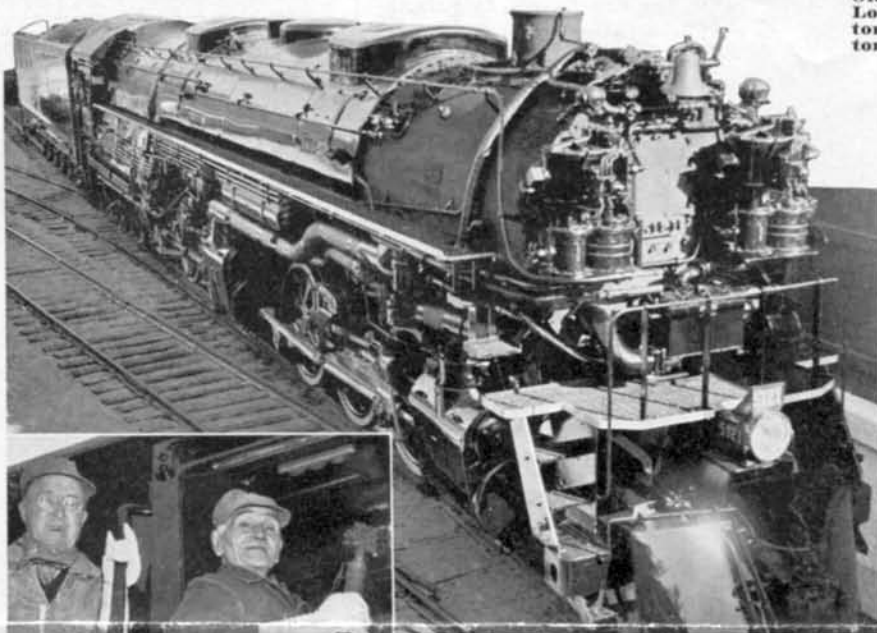
Vol. XII Number 6

November, 1941

14 New Giant Locomotives For Northern Pacific Fleet



Oldest and Newest Northern Pacific Locomotives—One of the big new 473-ton Class A-4's in contrast with the 12-ton "Minnetonka" built in 1870.



\$3,500,000 Spent To Power Defense And Other Traffic

New Rolling Stock Installations Include 6,700 Freight Cars And Total \$22,000,000

Travelers seeing the big new Class A-4 locomotives pulling the North Coast Limited on one of the longest locomotive runs in the world are declaring they set a new high for locomotive beauty. "They are," say the enthusiasts, "the iron horse with the well-groomed look". Toolled as carefully as a fine watch, the Class A-4's represent the newest progress in steam locomotive construction and demonstrate the comeliness of design to which the conventional type locomotive can lend itself.

The first of the new fleet, No. 2670, was delivered September 30 from the Baldwin Locomotive Works at Philadelphia to the Northern Pacific in St. Paul. Eight of them in all, Nos. 2670 to 2677, are being put in service for transcontinental passenger and high speed freight service. Some of them are now pulling the North Coast Limited between St. Paul and Livingston, a distance of 1,008 miles and a through run of approximately 24 hours.

On hand to hail the first of the new engines and occupy the cab were George H. Daimond, 90, and Arthur S. Clark, 78, retired, who were Northern Pacific engineer and fireman together in the days of the old wood burners nearly 60 years ago.

The Class A-4's are 114 feet long, 16 feet 4 inches high. In working order they weigh 945,800 pounds. They are 4-8-4 type with tractive power of 69,800 pounds, boiler pressure 260 pounds and 77-inch driving wheels.

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Above—First of the 4-6-6-4 Northern Pacific Z-7's photographed on Defense Day, October 28, at the American Locomotive Works, Schenectady, N. Y. Its vestibuled cab even has foot warmers.

Below—Engine Crew of the 80's which welcomed the first of the A-4's. Arthur S. Clark, 78, left, and George H. Daimond, 90, Mr. Daimond holds an old-time engineer's torch.

Recreation Rooms Opened to Public in St. Paul Depot

Important Northwest Terminal No Longer Just a Place to Wait For Trains

Railroad stations, long the scenes of the beginnings and endings of life's little journeys—and many of them not so little—have come into new glamor if the establishment of a community sports center in the St. Paul Union Depot is an indication.

This \$15,000,000 travel gateway to the Northwest has set aside spacious rooms

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First Lady Aboard!

Traveling on the North Coast Limited en route from Chicago to a speaking engagement October 29 at St. Cloud, Minn., Mrs. Franklin D. Roosevelt had the opportunity to sample the dining car Apple Week menu. Press camera men photographed her at breakfast.

The North Coaster

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Depot is no Longer Just Waiting Station

(Continued from page 1)

on its second floor for the recreation of the St. Paul community and for travel patrons. It has been named the "Terminal Recreation Center" and was opened to the public September 2. Its recreational features are operated on a fee basis.

Some 24,000 square feet of floor space has been devoted to bowling alleys, ping pong tables, lunch counter and restaurant, practice golf room, men's and women's locker rooms and ladies' lounge and card room.

It occupies quarters originally provided for the St. Paul Terminal Post Office but which was vacated by the post office department nine years ago when the new St. Paul post office was built.

Hundreds of bowlers use the ultra-modern 12-alley bowling room equipped with the newest features including automatic score casts which reflect the scores on screens, automatic foul signals, comfortable horse shoe settees for the players and a spectators' gallery seating 118 persons.

To adapt the space for bowling, C. S. Christoffer, vice president and general manager of the terminal company, explained that it was necessary to kill the loud echo of the vaulted stone and steel ceiling. A 12-foot 8-inch suspended ceiling was installed to take the place of the original 30-foot ceiling. This false or acoustical ceiling absorbs much of the noise of the rolling and striking balls and clattering pins. As a result the alley is one of the quietest in the United States.

Railroads using the terminal are the Soo Line, Rock Island, Burlington, Great Northern, Great Western, Milwaukee, North Western and Northern Pacific. From these lines come many of the bowlers who will use the alleys annually from September to May.

On the full bowling schedule for the 1941-1942 season are also many other St. Paul teams.

Opening of the golf room is scheduled for December 1 under the direction of Art Ingleston, golf pro at St. Paul's Southview Country Club. It will have a driving tee and 18 holes for putting.

Attractive furniture, flooring and tasteful wall coloring makes the new center pleasing throughout. The lights are fluorescent and the interior finish is pastel blue, tan, grey and green. The commodious lounge room for ladies is

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BOWLERS "KEEP 'EM ROLLING" AT ST. PAUL



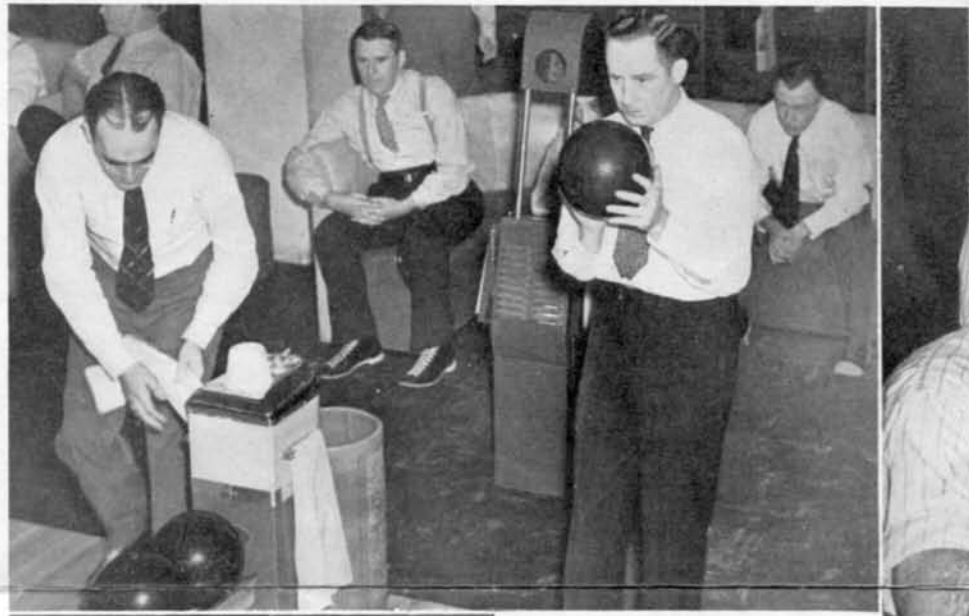
↑ Three "Kingpins" measure fingers for a new bowling ball. They are, left to right, Walter Hammond, TPA, New York Central and president, St. Paul Passenger Association Bowling League; J. R. Brings, manager of the Bowling Alleys and George W. Moberg, chief clerk, Northern Pacific passenger department and president, St. Paul Passenger Association.



↑ A glimpse of some of the 12 bowling alleys at the Terminal Recreation Center, Milwaukee Road, takes his ball off rack.

America's first railway station bowling alleys have just been installed at the Saint Paul Union Depot.

Sgt. Pulling Top Corner



Getting ready, left to right: Elmo H. Beckford, chief clerk, Great Northern Passenger department and secretary, St. Paul Passenger Association Bowling League; George D. Nugent, general agent, Canadian National; L. K. Shafer, Great Northern advertising department; and Clark Johnson, executive department, Great Northern.



← It's a strike! It usually is when L. W. "Larry" Jansen of the Omaha's passenger department rolls. He is one of the top bowlers in the passenger league.

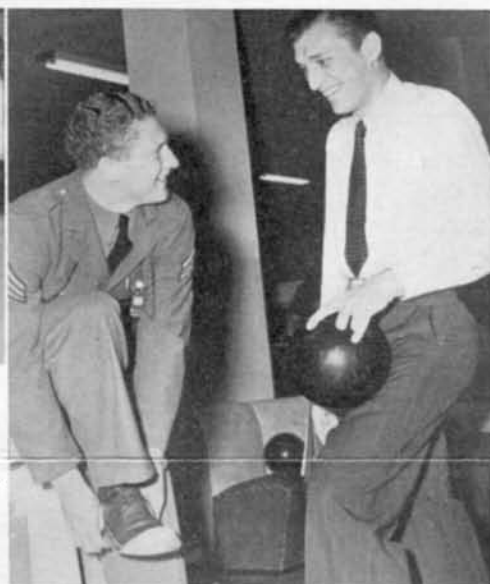
Wives of St. Paul Passenger Association bowlers enjoy lunch in the Recreation Center restaurant between games. Left to right are Mrs. Frank Kruse, Mrs. Elmo H. Beckford, Mrs. R. P. Santal and Mrs. Don Mitchell.

PULLMAN UNION DEPOT RECREATION CENTER



At left, Carl J. Sorlien, ticket clerk,

Don Prohaska of Camp Claiborne, former Pullman Company employee, puts on bowlsandals and talks bowling with C. A. Inka, general foreman of the Pullman company.



↑ "Racking up" at the refreshment counter are H. B. Hill, Union depot master; C. J. Erickson, Union Terminal Company; E. J. Trettle, Northern Pacific ticket clerk; two lady visitors; Mr. Hammond and Mr. Jansen. Standing is Lloyd Schmoll, soliciting passenger agent, Northern Pacific.

↓ Soldier on leave enjoys a game of table tennis at one of the six tables.



Rail Volume Up 10 Pct. This Year For Yellowstone

General Travel Makes Similar Gain to Reach New High, 581,761 Visitors

Attendance at the nation's Yellowstone Wonderland advanced to a new high this year despite retarding factors and the season closed with a record registration of 581,761 persons, according to the annual National Park Service report. The total was 10½ per cent over last year.

The four gateways served by the North Coast Limited showed up as follows in the general picture of the season:

Cody, most popular gateway of the year, 180,131 entries.

Red Lodge, 12½ per cent increase in entries over 1940.

Gardiner, 72,607 entries or 5.3 per cent above 1940.

Bozeman-Gallatin, not reported for general travel.

Rail travel to the park increased 10.3 per cent for the season as compared with 1940, the report said. Arrivals showed a 13.5 per cent increase at Cody, a 13.4 per cent increase at Gardiner, a 19 per cent increase at Bozeman-Gallatin and a decline of 4.7 per cent at Red Lodge, contrasting with the general Red Lodge increase.

The four leading states in number of railroad travelers were: New York 3,236; Illinois, 2,349; Pennsylvania, 1,839; and Ohio 1,472. Peak day of rail travel was August 12 with 503 rail arrivals. Foreign travel to the park dropped from 3,162 in 1940 to 638 this year.

Biggest day in park history to date was July 4, with 13,784 visitors, according to the report. The peak period of the season came during the first three weeks of August. A "cavalcade" of 405 persons saw the park dude ranch style by horseback during the summer.

Extra Effort Foreseen To Sign 1942 Dudes

Dude Ranchers at their 16th annual meeting at Sheridan, Wyo., Oct. 30-Nov. 1, worried about the prospective lack of horseshoes for 1942, the decline in the number of grizzly bears and the unfavorable outlook for next summer's business. It was declared by some that actual ranching may be more profitable next year than guests.

Officers elected were: I. H. Larom, Valley, Wyo., president; C. C. Moore, Dubois, Wyo., vice president; J. E. Bower, Lincoln, Mont., treasurer; Walter C. Nye, Billings, Mont., executive secretary.

Extra efforts were urged to obtain 1942 patronage.

Thanksgiving Feast To Be Doubleheader On Northern Pacific

Again this year there will be two Thanksgiving Days and two opportunities to eat Thanks Day turkey on the dining cars of the North Coast Limited and other principal Northern Pacific trains.

And although it is predicted turkey prices will be substantially higher this year, there will be no change in the price of the de luxe table d'hote Thanksgiving dinner, according to A. W. Thomson, superintendent of dining cars. It will still be only, \$1.25.

November 20 will be Thanksgiving Day in six states of the Northern Pacific country—Wisconsin, Minnesota, Idaho, Montana, Washington and Oregon. Two Northern Pacific states will observe the conventional last Thursday in November—North Dakota and Montana. This will give Montana two Thanksgivings. Attorney General John W. Bonner says both days are legal holidays in Montana.

It will also be Thanksgiving both days aboard train all along the North Coast Limited route between Chicago and Seattle.

GIANT NEW ENGINES (Continued from page 1)

All wheels have roller bearings, there being 16 wheels on the engine and 14 on the tender in place of the conventional 8 or 12 wheels. The additional wheels help to carry the 443,000-pound loaded tender which holds 27 tons of coal and 25,000 gallons of water.

Distinctive features of the new engines are their vestibuled cabs and the armored pilots with concealed couplers designed to deflect rather than catch struck objects such as automobiles.

Representing only part of the current \$3,500,000 locomotive purchases of the Northern Pacific, the Class A-4's share the spotlight with six mighty Z-7 engines and seven diesel-electric switch engines.

First of the Z-7's to roll off the assembly lines of the Schenectady plant of the American Locomotive Works recently was No. 5121. It is 126 feet long, articulated, and 17 feet high. The wheel arrangement is 4-6-6-4 and the 12 drivers are powered from four cylinders.

The six Z-7's serial Nos. 5121 to 5126, weigh 1,081,000 pounds in working order. They have the same kind of tender as the Class A-4's with the same capacity of coal and water and the same number of wheels.

They will power Northern Pacific freight trains between Laurel and Missoula, Montana.

Switching at principal Northern Pacific yards is being expedited with the placing in service of seven 1000-horsepower diesel-electric switch locomotives.

All told, \$22,000,000 has been expended by the Northern Pacific for rolling stock in the past three years to facilitate the movement of regular traffic and national defense shipments. Purchases of new freight cars include 2,500 delivered in 1940, 2,000 ordered last winter and received this spring and summer and 2,200 now being built for delivery this winter.

Alpine Skiing With Speed and Scenery Soon Will Begin in Northern Pacific Country

"America's noblest peak" will open its natural lightning-speed ski courses to all comers on December 20 this year when Paradise Inn on Mt. Rainier, Washington, builds up its great hearth fires and welcomes winter sports lovers to its cheery hospitality.

Skiing will begin even earlier on Mt. Hood, Oregon, where the Cascadian-type Timberline Lodge will begin its ski

tournament schedule on December 7 and carry it through to its final Golden Rose Ski Race on June 14.

Normal snowfalls on the alpine peaks are expected to bring a ski snow depth of 20 to 25 feet on the ski courses of Oregon and Washington. All of this will be powder snow, a quality assured by the altitude. At the same time, moderate coast temperatures and the aid provided by ski lift devices will make possible a maximum of ski sport.

Paradise Inn will be open through the Christmas and New Year holiday period from December 20 to January 4. Afterwards it will be open during week-ends to March 27. Paradise Lodge will be open with low cost dormitory accommodations December 27 to January 4 and on week-ends to March 27.

Timberline Lodge on Mt. Hood, reached from Portland, Ore., is open the year round and provides either single room or dormitory accommodations to skiers.

Ski excursionists have another headquarters in the Cascade Mountains at the Martin Ski Dome on the Northern Pacific. Dormitory accommodations are provided there for 32 persons in a large double cabin. Guests furnish their own blankets, sleeping bags and provisions and have the use of the shelter, kitchen, lounge, ranges, beds, drying racks, waxing tables, gasoline lamps, etc., at the nominal fee of 50 cents per day per person. Skiers on one-day excursions and not stopping overnight have the free use of two coach shelters equipped with stoves, tables, benches and seats. The course is located at Martin, Washington, about 80 miles east of Seattle and Tacoma.

Spokane, Washington, will have new comfortable ski accommodations in the \$75,000 ski chalet which has been constructed on Mt. Spokane. The chalet has overnight capacity for 35 persons and is only 35 miles from the Northern Pacific depot in Spokane.

Ski courses have been established at numerous other Northern Pacific points, notably Helena, Missoula, Anaconda, Deer Lodge, Red Lodge, Butte, Yellowstone Park and winter dude ranches.

THANKSGIVING DAY DINNER

On the North Coast Limited
\$1.25

12 Noon to 8:30 pm

Fruit Cup, Harlequin

Toasted Almonds

Hearts of Celery California Ripe Olives

Cream of Fresh Mushrooms
Croutons

Filet of Puget Sound Halibut
Shrimp Sauce

Roast Young Turkey with Dressing
Cranberry Sauce

Filet of Blue Grilled French
Ribbon Beef Lamb Chops
Maderia Park Avenue

Omelet
With Chicken Livers

N. P. BIG BAKED POTATO

Green Asparagus Sweet Potatoes

Calavo on Half Shell

Date Muffins

English Plum Pudding
Hard Sauce

Hot Maple Nut Sundae
Mince Pie Fruit Cake

Roquefort Cheese, Crackers

Coffee

DEPOT RECREATION

(Continued from page 1)

50 feet long and 34 feet wide and has normally comfortable chairs for 26 persons. Free use of the room is given to clubs for card parties on request and as many as 12 card tables can be put in play. Food is catered at reasonable prices.

The room's six windows overlook the Mississippi River and the residence hills of the city beyond. Furnishings are in salmon and blue with handsome tan figured drapes at the windows.

On week days the Center is open from 11:30 a. m. to midnight and on Sundays from 9 a. m. to midnight. H. C. Balster is the manager. It is said the St. Paul depot is the only one in the country now having recreational facilities. The North Station at Boston, unique among railroad stations of the world, has the Boston Garden which seats 20,000 people for rodeos, circuses, prize fights, hockey games and similar events.

W. C. Havens to Travel Out of Buffalo Office

Promotion of W. C. (Bill) Havens of the Northern Pacific's Fifth Avenue New York office to the position of traveling freight and passenger agent at Buffalo was effective November 1.



W. C. Havens

Mr. Havens joined the New York staff of the Northern Pacific in 1926 and advanced to ticket clerk. Previously he had been secretary to the passenger traffic manager of the Lehigh Valley Railroad.