



64,144 Yellowstone Visitors Despite Curtailed Travel

Autos from Every State in Union Included in 19,346 Cars Which Entered Park Past Year

War-time restrictions on travel, particularly by motor, naturally reduced the volume of visitors to Yellowstone National Park the past summer materially, but data just made public by Joe Joffe, assistant to the superintendent of Yellowstone, reveals that a lot of folks covered a lot of ground during the summer, despite the scarcity of gas and tires. In analyzing the following figures, the reader should bear in mind that, with the exception of an occasional hiker, horseback rider or motorcyclist, all visitors traveled to and toured the park by private auto, because the Park transportation company did not operate the past season, nor did the railroads provide service to the park gateways, except the regular Livingston-Gardiner bus of the N. P. Transport Co. Here is the story:

During the season, Oct. 1, 1942, to Sept. 30, 1943, a total of 64,144 visitors entered the park, as compared with 187,302, for the 1941-42 season. This represents 19,346 automobiles.

Every state in the Union was represented and in addition there were 18 cars from Canada, four from Hawaii, three from Mexico and one from Alaska.

Montana headed the list with 2,157 cars; Wyoming, 1,643; Idaho, 1,503; Utah, 661; California, 625; Washington, 427; Minnesota, 394; Illinois, 324; Colorado, 276 and Texas, 220.

Included among the visitors were 7,379 men in uniform. In addition to the men in the armed forces, visitors, according to Mr. Joffe, were made up principally of war workers en route to new jobs or returning home after jobs were completed, persons going across country to visit men in the armed forces or persons engaged in war work, and residents of adjoining states who came for recreation and fishing.

The 1942-43 season was the smallest since 1919, the year following the end of World War I.

N. P. Inaugurates New Advertising Campaign

The Question and Answer technique is employed in a new series of industrial advertisements just released by the Northern Pacific Railway in national magazines under the heading, "FACT OR FICTION?" The first ad of the series is shown on Page 4 of this issue of the North Coaster.

The campaign is appearing in Saturday Evening Post, Time, Newsweek, Business Week, United States News, Nations Business, Forbes and Traffic World. Northern Pacific's agency is Batten, Barton, Durstine & Osborn, Minneapolis.

Northern Pacific Traffic Man, Now in Army, Carries Out a Tough Assignment in Seattle



Lt. George A. Holm's Experience Refutes General Sherman's Well-known Statement on War.

War isn't always what General Sherman said. Take the case of Lt. George A. Holm, stenographer in Northern Pacific's Cleveland traffic office before entering the Army in 1941. George is in the Transportation Corps, stationed at Seattle. The other day Ginger Rogers, the movie star, was in Seattle to attend the inauguration of the new WAVE headquarters. The Army, not to be outdone by the Navy, invited Ginger to be its guest at the new Officers' Club and George, the lucky stiff, was her escort for the afternoon. The adjoining photograph shows them, accompanied by a WAVE officer, leaving the club. The North Coaster's Seattle correspondent asked George what he thought of Ginger. Said he: "She's a wonderful person—quick on the trigger—sharp as a tack—has a beautiful figure, doesn't show her age and is quite charming." That, folks, is the testimony of an expert witness!

Following his induction in October, 1941, George advanced rapidly to Sergeant and was commissioned Feb. 3. His parents, Mr. and Mrs. Robert Holm, live in St. Paul, where George began working for the N. P. as a messenger in the general office in 1937.

Rainier Visitors Total 138,381 for '42-'43 Season

Rainier National Park, Washington, had 138,381 visitors for the season, Oct. 1, 1942 to Sept. 30 this year, as compared with 389,857 the previous year, according to Paul H. Sceva, general manager of the Park company. The Park company maintained daily bus service between Tacoma and Paradise during the summer season and Paradise Inn was in full operation. Reduced rates were given members of the Armed Forces and their families.

In addition to 21,580 members of the Armed Forces, visitors were principally relatives of our fighting men and residents of nearby communities, Mr. Sceva said. The percentage of out-of-state tourists was very small.

Paradise Inn closed on Labor Day until next summer.

Dude Ranchers Will Hold Annual Meeting Nov. 5-6

The Dude Ranchers association, composed of guest ranch operators in Montana, Wyoming and nearby states, will hold its annual business meeting Nov. 5 and 6 at the new Northern Hotel, Billings, Mont.

I. H. Larom, Valley Ranch, Valley, Wyo., president of the association, will preside. Members will discuss prospects for next season, in view of increasing manpower and transportation problems resulting from the war.

N. P. Sets Up Reservation Bureau in Seattle, Wash.

Establishment by Northern Pacific of a Reservation-Information Bureau in Seattle to facilitate handling of greatly increased passenger business is announced by G. W. Rodine, general passenger agent, Seattle.

L. A. Buck, former TPA, Seattle, is in charge of the bureau, with title of CPA. The bureau office is at 412 Smith Tower and all requests for sleeping car space in cars operating from Seattle should be addressed to Mr. Buck.

The general office passenger department, formerly on the second floor of the Smith Tower, now occupies space on the fourth floor of that building, adjoining the new bureau.

A Reservation-Information Bureau also has been set up in the Consolidated Ticket Office at Portland, Ore., under the supervision of A. F. Lee, General Agent. For story and picture of the staff, turn to Page 2.

J. A. Beatty Promoted

J. A. Beatty, N. P. passenger rate clerk, Seattle, formerly of Chicago and Quincy, has been promoted to city passenger agent at Portland. He succeeds Howard C. Charlton, resigned.

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Consolidated Office In Portland Expands To Handle War Traffic

War-time traffic has brought about expansion of the N. P.-G. N.-S. P. & S. Consolidated Ticket Office in Portland, Ore., from a personnel of five to sixteen, of whom twelve are women. A. F. Lee, general agent, is in charge. The office is located at Broadway and S. W. Morrison, in the heart of the shopping district.

An information-reservation bureau has been set up in charge of Mrs. Adelaide Soule, assisted by Mesdames Betty Pomeroy, Grace McLaughlin, Mary Helen Hilley and Miss Beverly Embree.

The accounting department is headed by Miss Olga Gaier, veteran of the joint office, assisted by Miss Inez Lockwood and Mesdames Margaret Matheson, Hazel C. Miller and Bettie Popple.

At the counter are five ticket clerks: Marley Hallgren, Carrol Peret, Ben Layman, Mrs. Bonnie McGowan and Mrs. Mable Brandom.

Mr. Lee and his staff "go to school" each Monday and Thursday evening. Courses include study of tariffs, routings, terminals, optional routes, schedules, elimination of duplicate sales of reservations and, of course, more efficient handling of the many problems which confront war-time travelers. Members of the staff also inspect trains of the various lines to familiarize themselves with equipment.

General Agent Lee has taken particular pride in the assembling and education of his emergency staff and feels that they are doing a fine job.

The staff is pictured below. FRONT ROW: (left to right) Bettie Popple, Grace McLaughlin, Adelaide Soule, Beverly Em-

N. P. Operates School to Train Telegraphers to Fill War-Time Vacancies and New Posts

Sixty-Seven Students are Now Enrolled
in Course at Jamestown, N. D.
Station

Sixty-seven student telegraphers, carefully chosen from cities and towns scattered along the "Main Street of the Northwest," are now in training at the Northern Pacific Telegraph School, conducted on the second floor of the passenger station at Jamestown, N. D., under the general supervision of F. L. Steinbright, Superintendent of Telegraph.

The school has been in operation since March 22nd to train men and women, who, when graduated, will fill vacancies left by men had have entered the armed services and also new positions created to handle increased business. Graduates already have taken their places in war-time transportation and are competently carrying out the various duties of station service—from telegraphing and station accounting to "hooping up" train orders.

Students are selected by the various divisions and trained at Jamestown for a period of approximately four months. Upon graduation they are returned to their home divisions to be placed at some station under the supervision of a regular agent for two weeks supplementary training. Apprenticeship is then completed and the students become full-fledged telegraphers.

D. C. Hill, former relief wire chief in the relay division of the Telegraph department, was responsible for organization of the training program including arrangement of school equipment, and is

now chief instructor, Guy A. Rich, agent at Melville, N. D., who conducted an N. P. Telegraph school during World War I, was the first teacher to be assigned full time at Jamestown. As the student body grew Mrs. L. W. Mason, wife of the former agent at Buffalo, N. D., was added to the staff to teach station accounting. Much credit for the successful manner in which graduates have assumed their railroad duties goes to this competent staff of instructors.

Production for war relies heavily on transportation, and efficient rail transportation requires adequately trained personnel. The Northern Pacific is exerting every effort to find and train the personnel it requires to accomplish the biggest transportation task in its history.

The picture at top shows students in the main telegraph room where they receive instruction in the Morse code and are shown the operation of the telegraph instruments. The more advanced students here receive practice in copying from main line wires.

The center picture is the accounting room where instruction is given in the making up of all station reports which include, beside the regular Northern Pacific reports, those of the Express and commercial telegraph companies. During the four months the student must complete three sets of daily and monthly reports. Instruction is also furnished in how to look up passenger and freight rates and also commercial telegraph rates.

The telegraph and telephone room is shown at the bottom. This is where instruction is given in copying train orders and messages by telegraph and telephone. Here also the student is taught the use of signals and the all-important transportation and safety rules.



There is only one rule for being a good talker: learn how to listen.
—Christopher Morley

A page digested is better than a volume hurriedly read.
—Macaulay



Victory Ship Named for Billings, Early Day N. P. President

Montana Woman, Daughter of Pioneer Resident, Christens Vessel at Portland Launching

The 10,500-ton Victory cargo ship, Frederick Billings, named in honor of a distinguished early day president of the Northern Pacific railway, was launched at the Kaiser Oregon Shipbuilding corporation yard at Portland, Sept. 15. The keel was laid Sept. 1. The Frederick Billings was the 256th ship to be launched at the Oregon yard since its establishment.

Christening the ship was Mrs. James D. O'Brien, Billings, Mont., whose pioneer father, I. D. O'Donnell, also of Billings, was an associate of Frederick Billings, for whom the Montana city was named. Mr. O'Donnell attended the launching. Mrs. O'Brien was chosen for the honor by Mayor H. E. Biddinger of Billings. Frank J. Berry, assistant general freight and passenger agent of the Northern Pacific at Portland, represented President C. E. Denney at the launching.

Mr. Berry, after reviewing the career of Mr. Billings in his address, concluded: "It is significant that one of the original goals in construction of the Northern Pacific, in which Frederick Billings played such an important role, was for military protection of the far-flung frontier and for a short direct route to the Orient. With pardonable pride, I cite that today, this railroad and the other railroads of America not only are helping play a protective role, but are playing a vital part in the great offensive which is leading to victory for the United States and her glorious Allies.

"The Northern Pacific salutes the Maritime Commission, the Oregon Shipbuilding Corporation and the thousands of loyal men and women who have made possible this great Victory Cargo ship as a fitting tribute to a great man."

Born at Royalton, Vermont, in 1823, Mr. Billings moved to San Francisco following graduation from the University of Vermont. In California, he was a leader in legal, financial and public affairs. In 1865 he went overland to Oregon and

Farragut Naval Training Station To Construct 29 Additional Buildings Costing \$3,500,000

Sixth Recruit Camp will be Added to Northern Idaho School, the Second Largest in the United States

FARRAGUT, IDAHO—Plans for a new \$3,500,000 service schools area, involving construction of 29 buildings, are announced by Commander Martin W. Kehart, (civil engineer corps) USNR, public works officer of this U. S. Naval Training station.

At the same time, Commander Kehart announced that construction of a new dispensary for the Outgoing Unit and additions to 13 existing dispensaries is expected to start within two weeks, bringing the expansion program well over the four million dollar mark.

Construction of the new service school group will make the present service school area, Camp Peterson, available as a sixth recruit training camp.

Announcement of this expansion program came on the eve of the first anniversary of the formal establishment of this Naval Training station, now the nation's second largest.

Twenty-two barracks for students, three for chief petty officers, a dispensary, a recreation building, a mess hall and a storage building will be constructed for the new camp, which will be situated in an area near Camps Ward and Waldron, two of the present recruit training areas. Besides Ward and Waldron, the other camps already in existence are Camps Bennion, Hill and Scott.

The new dispensary in the Outgoing Unit, together with the additions to 13

others and all of the new equipment for them will cost between \$600,000 and \$700,000. The new dispensary in the Outgoing Unit, which has no dispensary at present, will provide about 28,000 square feet of floor space. An addition to the Main dispensary, serving the Central Administration area, will add about 25,000 square feet. The additions to the 12 area dispensaries—there are two in each of the six camps here—will add approximately 3,000 square feet to each building.

Including the new dispensary, the aggregate bed capacity of all the dispensaries at the station will be increased to between 500 and 600. All this is in addition to the 1,500-bed U. S. Naval hospital which is adjacent to the station but an entirely separate unit. Also, approval has been given for construction of an admission building at the hospital to cost nearly \$40,000.

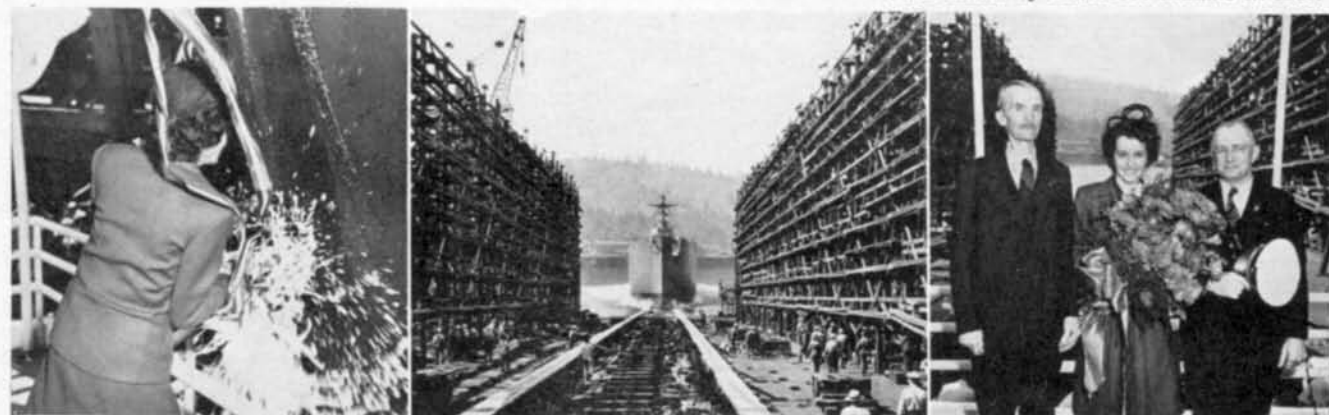
The new O.G.U. dispensary and additions will be of one-story frame construction, except that the addition to the Main dispensary will have a part-base-ment. The dispensary work is scheduled to be completed within four months of the contract date.

All of the work will be done under the supervision of the station public works officials, and the outside grading will be done by the public works department.

The Farragut Naval Training station is 4½ miles east of Athol, Idaho, which is on the main line of the Northern Pacific.

Ship Named for John M. Bozeman

Another name closely associated with the early history of the Northern Pacific was commemorated at the Kaiser Oregon yard in September when a Liberty ship was christened the John M. Bozeman, pioneer explorer, who went to Montana from Georgia in 1862. In 1864 he established, in the Gallatin valley the city which bears his name. Bozeman tunnel and pass, through which Northern Pacific trains travel just east of Bozeman, also were named for him. Captain Bozeman was killed by Blackfoot Indians in 1867.



THE LAUNCHING OF THE VICTORY SHIP, FREDERICK BILLINGS—Left: Mrs. James D. O'Brien of Billings, Mont., is shown christening the ship. Center: The ship enters the water after slipping down the ways at the Oregon Shipbuilding Corporation yard at Portland, Ore. Right: Mrs. O'Brien, her father, Mr. I. D. O'Donnell, a close friend of Mr. Frederick Billings in pioneer days in Montana, and the skipper of the Frederick Billings, Capt. W. C. Hascheck.

Bomber Crash Fatal to Dick Fitzgibbon of N. P.'s N.Y. Office

Young Staff Sergeant, in Army a Year, Dies in Collision in Missouri

The North Coaster regrets to announce the addition of a Gold Star to its Traffic department Service flag.



Staff Sergeant Richard J. Fitzgibbon, secretary to George C. Reinhardt, general agent, Freight department, New York, before he entered the army in October, 1942, was killed in a bomber collision in Missouri on Sept. 4.

Dick was born in Brooklyn, June 21, 1912. Following graduation from La Salle academy and a year at Fordham university, he worked for the Bush Terminal Company, Brooklyn, before coming to the N. P. in March, 1937. On entering the army he advanced rapidly to private, first class, thence to sergeant. His promotion to staff sergeant was announced between the time he was reported missing on a flight from the Army air base at Dyersburg, Tenn., and was found in the wreckage of his plane.

He is survived by his mother, Mrs. Alice Fitzgibbon a sister, Agnes, and a brother, Charles, also in the armed service.

Famous N. P. Fruit Cakes Discontinued for Duration

Northern Pacific's famous holiday fruit cake is a war casualty. Inability to obtain ingredients and metal containers and heavy volume of business in N. P. bake shops necessitates discontinuing for the duration, A. W. Thomson, superintendent of Dining Cars, announces.

Mr. Thomson points out that to duplicate last year's production of 16,944 pounds of cake would require 135,552 meats and fat ration points; 37,112 processed food points and 1,695 pounds of sugar, all of which would have to come out of present limited allotments.

Since first put out in 1934, N. P. fruit cakes not only have been popular on dining cars during the holiday season, but thousands have been purchased for Christmas gifts and for home use by patrons of the railroad. In the nine years, the cakes have been baked, more than 125,000 pounds have been produced.

Europe also is having its holiday transportation problems, but with the assistance of the Russian experts, the home-ward movement of Axis troops is being greatly facilitated.—Cleveland Plain Dealer.

We can always live on less, when we have more to live for.

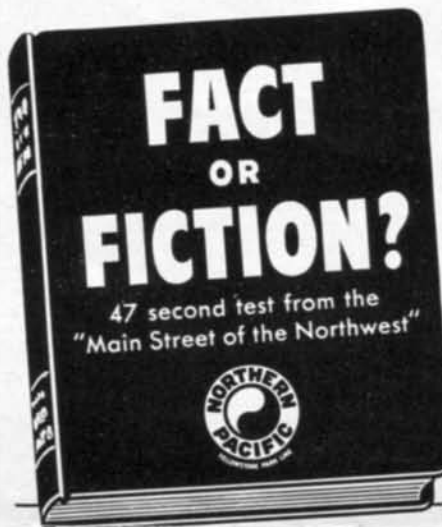
—S. Stephen McKenney

Nothing great was ever achieved without enthusiasm.

—Emerson

A man can fail many times, but he isn't a failure until he begins to blame somebody else.

—Buffalo News



Q. Post war bicycles may be made of plywood. Fact or fiction?

A. Fact. Today, however, most plywood is going to war. From Washington and Oregon comes 85% of our supply, much of it via Northern Pacific Railway.



Q. Turkeys originally came from Turkey. Fact or fiction?

A. Fiction. Turkeys originated in America. This year Northwest growers will market enough turkeys, via Northern Pacific, for 1,350,000 dinners.



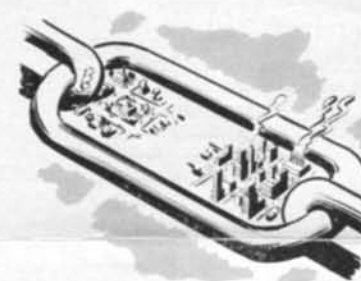
Q. Pilgrims invented cranberry-turkey combination. Fact or fiction?

A. Fiction. Indians invented it. Today Pacific Northwest growers ship around 1,800,000 pounds of cranberries annually over the "Main Street of the Northwest".



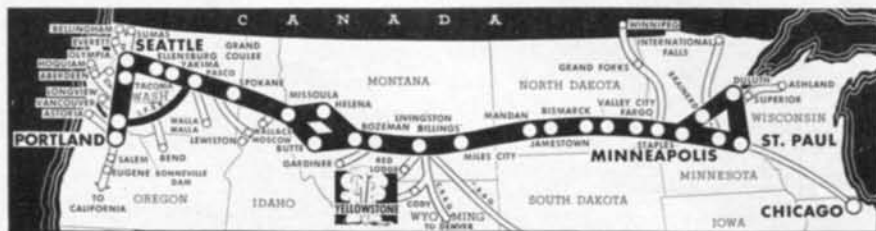
Q. This white flag symbolizes surrender. Fact or fiction?

A. Fiction. It signals an "extra" freight train. "Extras", delivering vital war materials, are a common sight on Northern Pacific tracks today.



Q. Northern Pacific Railway links the largest number of important population centers in the Northwest. Fact or fiction?

A. Fact. That's why Northern Pacific is called "Main Street of the Northwest".



NORTHERN PACIFIC

MAIN STREET OF THE NORTHWEST