

Keep Backing the Attack—Buy War Bonds



The North Coaster



Vol. XV Number 1

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

January, 1944

Dude Ranchers Look to Good '44 Season; 1943 Wasn't So Bad

Guest Outfits Having Their Labor Problems, Too—Larom Re-elected Assn. President

Rocky Mountain Dude Ranchers, at their annual meeting in Billings, Mont., in November, demonstrated that theirs is a going business, despite war-time transportation restrictions. Paul Van Cleve, Jr., vice president, presided in the absence of president, I. H. Larom.

Twenty-five ranches, most of them in Montana and Wyoming, were represented at the meeting. It was brought out that while quite a few outfits have gone out of the dude business to give their full attention to stock raising for the duration, most established ranches will continue to cater to guests.

Principal problem of the guest ranches last summer was not shortage of guests, but shortage of labor—wranglers, kitchen help, waitresses and the like. It was the consensus at the Billings meeting that most of the ranchers had about all the business they could handle last summer, in view of scarcity of help. Ranches didn't enjoy the usual volume of younger guests, for obvious reasons, but many older folks who hadn't been west for years, returned to their favorite ranches.

The ranchers were most optimistic about prospects for the 1944 season. They think business will be even better than the past summer.

I. H. Larom, Valley Ranch, Valley, Wyo., was re-elected president of the

(Continued on page 2)

SIDE GLANCES By Galbraith



"I hear the new member is the nicest kind of a person and not a bit stuck up, even if she is the wife of a railroad ticket agent."

PRESIDENT DENNEY COMMISSIONED A COLONEL; DIRECTS N.W. REGION UNDER U. S. OPERATION



U. S. Army Signal Corps Photo

Regional Headquarters Established in Northern Pacific General Offices in St. Paul—Col. Denney Pays Tribute to Railway Employees

When the Federal government ordered the Army to take over operation of the railroads on December 27, President C. E. Denney of the Northern Pacific was commissioned a colonel in the U. S. Army and appointed director of the Northwest region, one of seven set up by Major General C. P. Gross, chief of the Army's transportation system. Northwest regional headquarters were immediately established in the Northern Pacific general offices in St. Paul.

Called to Washington by the transportation crisis brought about by the impending strike of three operating brotherhoods, Colonel Denney was in the national capital when the seizure order was made public. On his return to St. Paul, he issued the following statement:

"The President reluctantly ordered the taking over of the railroads. No other course was open. There must be no interruption of railroad service.

"I have known and worked with railroad employes on four railroads for many years, and know that they are, as a whole, industrious, responsible citizens, and loyal employes who are interested in their work and detest a strike or work stoppage.

"Reports indicate that the employes

voted to give the heads of their organizations the right to call a strike.

"I venture the opinion that thousands of such votes were cast only in order to strengthen the organizations' trading position and because the individual thought there would be no strike in time of war. They are loyal citizens of the United States.

"I express no opinion as to the future except that the railroads will continue to carry passengers and freight necessary to the nation's war effort."

Two Puget Sound Lumber Firms Win Army-Navy Award

Two Puget Sound lumber industries producing war materials have won the Army-Navy production award for outstanding achievement, according to official announcement in Washington. They are the Weyerhaeuser Timber Company, Raymond, Wash., and the White Star Lumber Company, Whites, Wash.

Both plants are privileged to fly the Army-Navy production pennant and employes will be given Army-Navy "E" pins.

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N. P. Men Named Heads of Passenger Clubs at St. Louis, San Francisco

S. F. Club Elects Tinney

Daniel Tinney, general agent, Northern Pacific, San Francisco, was elected president of the San Francisco Passenger Club at the recent annual election.



Mr. Tinney

Other new officers are: George Brown, Pennsylvania railroad, first vice president; Fred Howard, Southern Pacific, second vice president; Shirley Porter, Santa Fe, third vice president and Frank Howell, Great North-

ern, secretary-treasurer.

James McDonough, Southern Pacific, and Frank Dollins, Missouri Pacific, were elected members of the executive committee.

Austin President at St. Louis

J. C. Austin, chief clerk, Northern Pacific traffic office, St. Louis, is the new president of the Passenger Club of St. Louis. Officers for 1944 were elected at the annual meeting Dec. 15.



Mr. Austin

Other officers are: A. G. Sudhoff, CPA, Burlington, first vice president; E. A. Rosser, CPA, Wabash, second vice president; John Gaffney, III, passenger representative, New York Central, third vice president; P. R. Shaw, TPA, Great Northern, treasurer, and C. E. Hartmann, reservation clerk, Missouri Pacific, secretary.

Hauskins 2nd V. P. of Chicago Club

Howard M. Hauskins, who returned to the Chicago ticket office of the Northern Pacific recently after nine months' army service, was elected second vice president of the Chicago Passenger club at the annual meeting. Tom Kyle, CPA, Burlington Route, was elected president.

Other officers are: R. A. (Rudy) Schrey, Information Bureau, New York Central, first vice president and Zene A. Buck, CPA, Canadian Pacific SS Co., secretary-treasurer.

N. P. Engine Supplies Emergency Steam for War Plant



The S. A. Moffett Co. of Grandview, Wash., will testify that the Iron Horse is doing a real war job in more ways than one.

The Grandview plant operates 16 hours a day, processing frozen fruits and vegetables for the armed forces and civilians. December 3 a defective steam boiler closed the plant. An appeal went to the Seattle offices of Northern Pacific rail-

way, on whose line Grandview is located, and Dec. 7 the plant reopened with an N. P. locomotive supplying the steam.

Three weeks were required to repair the boiler, but in the meantime the standby locomotive permitted the plant to maintain uninterrupted flow of food to the armed forces. Prompt resumption of processing prevented loss of perishables, company officials said.

Portland is Taking War Boom in Stride, Raymond Moley Finds

Population Increased One-third, But Little Evidence of Congestion, Noted Writer Says

Portland, Oregon, which ticket and tour agents through the years have thought of in terms of the City of Roses, Columbia River Highway and Timberline Lodge, has, since war began, been the center of Henry Kaiser's fabulous shipbuilding industry.

But the tremendous war-time activity and resultant substantial increase in population have not "spoiled" the Rose City as they have many other war-boom areas, according to Raymond Moley, the eminent economist and author. Writing in the Chicago Journal of Commerce "Round Table" column, following a trip to the West coast, Mr. Moley says:

"Portland, as a city, is no reed shaken by the wind. On its background of Oregon conservatism, it had a pretty solid and balanced life. The war has boosted its population a third, but it can, without distress, make its way back to normal conditions. It has shown its concern for the future very recently by employing Robert Moses of New York to provide it with a plan for the future development of the city. The Moses report is a graphic picture of a city with a future, regardless of what is done about shipbuilding.

"The most astonishing thing to me is that Portland, probably the city most swollen with war work, shows less evidence of congestion, less scrambling for cabs, less rushing about hotel lobbies and less turmoil at the railway station than

any war-industry city I have seen since Pearl Harbor. Portland knows how to take things in stride."

George W. Rulon N. P. Ticket Clerk, Dies of Heart Attack

George W. Rulon, Northern Pacific ticket clerk at Fargo, N. D., died Dec. 17, following a heart attack. He was 49 years old.

Born in Duluth, Mr. Rulon served overseas in World War I. A son, George W. Rulon, Jr., is a lieutenant in the Army. Also surviving are his wife and a daughter, Margaret Ann.

Is There a Santa Claus? Ask Sailor Russell Knife

Russell L. Knife, recruit at Farragut Naval Training Station, Idaho, believes in Santa Claus.

Enroute on the Northern Pacific to his home at Fulton, Mo., Knife lost his purse containing \$42 and a round trip railroad ticket. The purse was found by Conductor A. F. Burke and forwarded to Sailor Knife at his home.

DUDE RANCHERS

(Continued from page 1)

Dude Ranchers Association; Don Bennett, Diamond J Ranch, Ennis, Mont., was elected vice president, and Bob Hart, Dot S Dot Ranch, Big Timber, Mont., secretary-treasurer. New directors named were Bob Hart, Paul Christensen, 63 Ranch, Livingston, Mont., and Allen Fordyce, Tepee Lodge, Sheridan, Wyo. Walter C. Nye was chosen executive secretary for another year. Association headquarters continue at Billings.

SS Frederick Billings Delivers First Cargo to Pacific War Zone

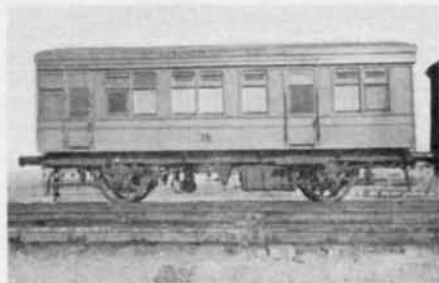
Victory cargo ships being constructed in North Pacific coast yards obviously don't lose any time going into service after they are launched.

The SS Frederick Billings, named for a distinguished early day president of the Northern Pacific Railway, was launched at the Kaiser Portland yard last Sept. 15. Less than two months later—on Nov. 13—Mrs. James D. O'Brien, Billings, Mont., who christened it, received a letter from Honolulu from the ship's master, reporting he had delivered his first cargo to armed forces at a port in the Pacific, a cargo he termed valuable and very much needed.

"You may tell your fellow Montanans," wrote the master, W. C. Hascheck, "that the ship behaved like a little lady in every respect and I believe your prayers and good wishes aided greatly in helping us to a safe and successful passage."

RAILROADING IN AFRICA

N. P. Man Reports on "Business Car" Used in Operating Battalion in Middle East War Zone



This, folks, is an inspection car which "superintendents" in the American Railway Operating Battalion in the Middle East war zone use as a business car. Here is a description of the car sent the editor of the North Coaster by Major Worthington C. Smith, former Northern Pacific TPA, Portland, Ore., and trainmaster at the time he was commissioned in the Army:

"I'm enclosing a picture of my 'business car'. Don't let the air hose fool you—no brakes—just piped through. Note nifty side entrances. Door to the left says 'Servants' and the one to the right, 'Saloon', but it is not the kind of saloon an old reprobate like you would know about. The car was built in 1911 and it is a venerable old warrior. It is not a native of this country, but is taken from place to place for us 'Sup'ts'. The boy we are looking for is the one who invented the window system. One glass window, then a screen, then the shutters as shown in the picture. Each one raises and drops and so far, no matter how much practice we have had, fingers always get pinched and dispositions ruined.

"Every trip is an experience and an ordeal. Have to take our own blankets, bedrolls, rations, water, guns, etc. Don't need rear windows as we have to be somewhere in the braked portion of the train, so if cars break off, as they frequently do, we could be stopped by hand



Dear Mom—

I've got a furlough and I'm coming home for Christmas!
Boy, what a swell present...just to be home with you and Pop and the kids.

My only worry is that I might not be able to get transportation because the trains are so crowded. If that should happen, it would be the worst disappointment I've ever had. Everyone thinks my outfit will be going across soon, so this probably will be my last chance to be with you for quite a spell.

I'll get home some way - even if I have to walk - but I sure want to be there on Christmas day.

Love,
Joe



DON'T TAKE A TRAIN TRIP DURING THE HOLIDAYS

Hundreds of thousands of servicemen and women are looking forward to getting home during the holidays.

Railroad equipment and manpower cannot take care of all of them if civilians take unnecessary trips and overcrowd the trains.

Be fair to the boys who are going to do our fighting for us... make this a stay-at-home Christmas season... let a serviceman have your place on a homeward-bound train.

Don't travel during the holidays unless your errand is vital.

NORTHERN PACIFIC RAILWAY—*"Main Street of the Northwest"*



brakes. Nice feeling, when the train stops and slack runs out. Everyone holds his breath to find out if we are on the loose or it is just a slack run-out. Cooking is simple—just a can-opener".

The railroads of the United States today are performing more than 70 per cent of the total freight and passenger service of the country, according to J. J. Pelley, president of the Association of American Railroads.

"PLEASE DON'T TRAVEL"—Reproduced above is a Northern Pacific advertisement which was scheduled in on-line newspapers prior to the Christmas holidays. The size was 4 columns by 14¼ inches. Northern Pacific also participated with other Western lines in joint advertisements at several common points.

Few of us can stand Prosperity—another man's, I mean. —Mark Twain

Travel Was Rugged Even for President of U.S. Back in 1843

John Quincy Adams Required
Two Weeks to Go From New
England to Cincinnati

The following story was written by Lew Heck, travel editor of the Cincinnati TIMES-STAR and appeared in a recent issue of that newspaper.

During this time of war and its home-front restrictions in every form of transportation let us turn back the clock 100 years and review "what it took" in the matter of patience and fortitude to be a traveler on let us say, Nov. 3, 1843.

Today's reputed "hardships of travel" are nothing to what confronted a man named Adams exactly 100 years ago, and there was no war in progress then.

Adams, on Nov. 3, 1843, was on his way to Cincinnati from his home in New England. He had started Oct. 26. It was a two-week journey with plenty of changes, no steam heat, no delicate menus, "no nothing" but worry about the next stop.

Adams was 77 years old. He had a date in Cincinnati. He had been invited to be in Cincinnati on Nov. 9 to lay the corner stone for the Observatory on a hill which this writer can see, as he writes this, from a window alongside his desk. It is, as you have guessed, Mt. Adams named for the New England traveler who was Adams.

Adams, indeed, was John Quincy Adams, sixth President of the United States and, as a traveler, despite his high degree, he fared no better than the average American.

Two weeks to come from New England to Cincinnati!

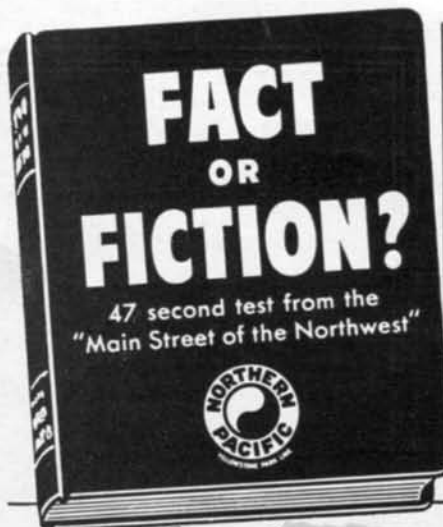
Former President Adams rode in a cold, rattling railroad coach from his home to Buffalo, N. Y. There he caught a lake steamer which carried him to Cleveland, O. At Cleveland he caught a stage coach. Next, he made haste to get aboard a canal boat drawn by a mule and the slow, toilsome journey began toward Cincinnati. At last somewhere in Cincinnati former President Adams stiffly disembarked from his cheerless canal boat and was greeted by cheering Cincinnatians.

He got the corner stone laid in time as programmed.

Thane Orchard, N.P. CTA at San Francisco, Dies

Thane Orchard, Northern Pacific city ticket agent, San Francisco, died Jan. 2 from a heart ailment at the age of 56.

A native of Washington state, Mr. Orchard began railroading in 1913 as assistant ticket agent for the Milwaukee Road. He also worked at the Union station, Spokane, and for the N. Y. K. Line in Seattle before becoming Northern Pacific city freight agent at Seattle in 1932. He moved over to the passenger department in 1940.



Q. Famed elephant "Jumbo" weighed as much as a modern locomotive. Fact or fiction?

A. Fiction. Giant Mallet locomotives, 87 times as heavy as Barnum's mammoth elephant, now speed vital materials over the Northern Pacific Railway.



Q. Beet juice helps give apple pie a la mode its taste appeal. Fact or fiction?

A. Fact. A lot of America's sweetening now comes from sugar beets. Northwest growers last year shipped nearly a million tons via Northern Pacific Railway.



Q. Paper on which newspapers are printed is made from imported rags. Fact or fiction?

A. Fiction. Newsprint is made from wood pulp. More than enough is shipped yearly via Northern Pacific Railway to wrap a 5-foot strip around the world.



Q. Grand Coulee Dam power could boil 48 billion eggs a day. Fact or fiction?

A. Fact. Power from Coulee, Bonneville and other dams served by Northern Pacific is building a vast new industrial empire in the Pacific Northwest.



Q. There's a parade every day along one Northwest "Main Street". Fact or fiction?

A. Fact. A parade of war supplies moving over Northern Pacific, called "Main Street of the Northwest" because it links more of the Northwest's populous centers.



NORTHERN PACIFIC

MAIN STREET OF THE NORTHWEST