



The North Coaster



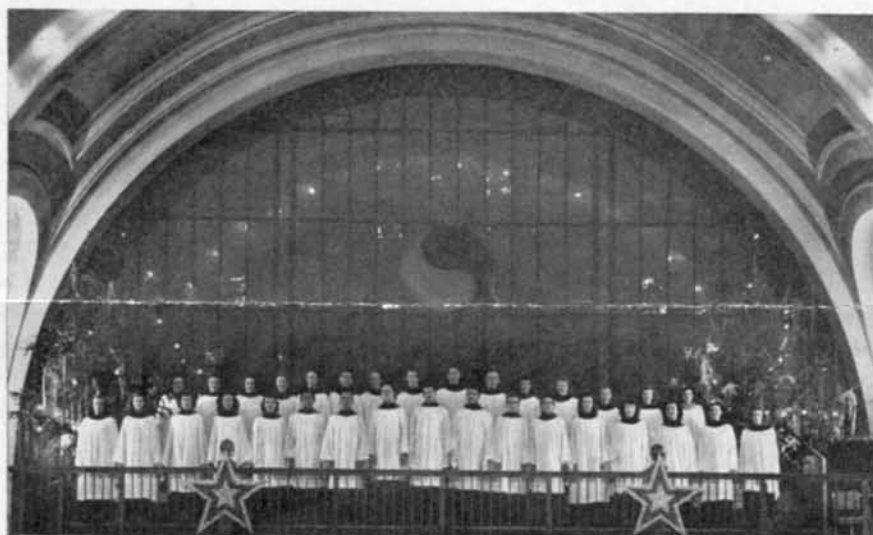
Vol. XVII Number 1

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

January-February, 1946

\$9,000,000 IN NEW PASSENGER EQUIPMENT FOR 1946

Tacoma Choirs Brings Christmas Music to Union Station



Christmas music by some of Tacoma's finest choirs was brought to the thousands of travelers passing through the Tacoma Union Station during the holiday season. Shown above in the station balcony overlooking the main waiting room is the Adelpian choir of the College of Puget Sound.

The programs, inaugurated in 1944, were arranged through the efforts of the USO and Mrs. Della Gould Emmons, assisted by Mrs. J. Mack Koon and Mrs. Don B. McGregor. The decorations and special settings were provided by W. C. Garl, stationmaster.

Dude Ranchers Back on Pre-War Service Basis Next Season; Association Re-Elects Moore

Rocky Mountain Dude Ranch operators expect next summer to be able to offer guests the quality of pre-war service that has made western ranch vacations increasingly popular through the years.

The Dude Ranchers Association, made up principally of ranchers from Montana and Wyoming, held its annual meeting at Missoula, Mont., Oct. 28-31 and made plans for a banner season in 1946. Shortage of competent help, one of the operators' principal handicaps during the war, will present no problem next summer, the ranchers said. Several stock ranches, which suspended dude operations for the duration, will again accept guests next season.

Northern Pacific is revising its list of ranches which will operate this year, is republishing literature featuring ranch vacations, and is providing passenger representatives in principal cities with up-to-date information about the ranches in the Rockies which will entertain guests. Because of its thorough information service, and its co-operation with the ranch industry, the Northern Pacific often is called "the dude ranchers' railroad".

Charles C. Moore, operator of C M Ranch, DuBois, Wyo., was re-elected president of the Association. Walter C. Nye, Billings, Mont., was retained as ex-

ecutive secretary and editor-publisher of The Dude Rancher, the association's quarterly magazine.

Washington Ranchers Organize

A Washington state group of the Dude Ranchers Association was organized at a meeting in Seattle in December, assisted by the public relations department of the Seattle Chamber of Commerce. An expanded program of promotion of guest ranches in Washington was adopted.

Paul Spaeth, manager, The Methow Valley Ranch, Winthrop, Wash., was named president of the group and Mrs. Nita Whitehead of Lazy F. Ranch, Ellensburg, Wash., secretary-treasurer.

White Pass & Yukon Route Announces '46 Alaska Sailings

Resumption in 1946 of steamship service to Alaska for vacationists is announced by the White Pass & Yukon Route through J. C. Blanchard, GPA, Seattle.

Connecting with the Canadian Pacific Princess Louise at Skagway, travelers will go by rail to Whitehorse, thence by Yukon river steamer to Dawson.

There will be sailings from Seattle or Vancouver, B. C., June 5, 15 and 26; July 6, 17 and 27, and August 7 and 17. The round trip requires about 20 days.

Sleeping Cars, Diners, Coaches and Diesel Power for N. P. Trains

Modern, Light-weight Equipment to be Put in Transcontinental Service this Year

New Northern Pacific passenger cars and locomotives costing in excess of \$9,000,000 are scheduled for delivery during 1946 for transcontinental service, according to E. E. Nelson, passenger traffic manager.

The equipment includes 36 light-weight, streamlined coaches, which have been on order since 1944, and the following additional equipment, purchase of which was authorized by the board of directors at a meeting on Nov. 28:

Twenty-four sleeping cars of most modern light-weight design.

Six modern dining cars.

Twelve baggage and mail cars.

Six 4500-horsepower diesel-electric locomotives.

Heavy Track, Tie and Ballast Program Carried On in 1945

Northern Pacific carried on an extensive program in 1945 aimed at faster and smoother train operation.

During the year, approximately 188 track miles of new 131- and 112- pound rail was laid, some 1,300,000 tons of deep, extra-heavy processed stone ballast was installed and 918,300 new cross ties were put down.

Airmail Letter, Portland, Ore., to N. Y., a Month on the Way; But It Went Via Tokyo, Japan

An airmail letter to George Reinhardt, GAFFD, Northern Pacific, New York City, mailed from N. P.'s Portland, Ore., office on October 17 didn't reach Mr. Reinhardt until November 13 — which wasn't such slow service considering the fact that it traveled via Tokyo, Japan! Here's how it happened:

The letter stuck to one addressed to C. A. Tinkham, Baker, 1/c, USS Wilkes-Barre, c/o Fleet PO, San Francisco, and accompanied Tinkham's mail to Tokyo Bay. Sailor Tinkham, being a most accommodating fellow, promptly remailed it to Mr. Reinhardt by airmail.

The information contained in the letter, advising arrival of a Metropolitan Pool car at Portland, was a little stale.

What Will the Pacific Northwest Offer Post-War Visitors? Second Article of a Series

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The North Coaster

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NORTHERN PACIFIC RAILWAY, ST. PAUL, MINN.

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W. T. Conkling, N. P. Veteran of 2 World War, Dies at 59; Served Navy With Distinction

A Northern Pacific traffic man who served in the Navy with distinction in both world wars died suddenly in San Francisco Nov. 18 at the age of 59. He was Lt. Comdr. Wilbur T. Conkling, TF&PA at San Francisco at the time he returned to Navy service immediately after Pearl Harbor. He was awaiting his discharge from the service when he was stricken.

Mr. Conkling entered N. P. service in 1905 as a telegrapher. He later was a Navy radio electrician, but was back in N. P. service as CPA at Walla Walla, Wash., when the U. S. entered World War I, whereupon he reenlisted.

Between wars he was passenger agent at Tacoma and later in the Traffic department at San Francisco.

Great-Granddaughter of Early Day N. P. President Presents Painting to Tacoma Seminary He Founded

Decendant of Charles B. Wright Unveils Portrait of Her Grand- mother at Annie Wright School

Miss Priscilla Randolph Toland, great-granddaughter of Charles B. Wright, early day president of the Northern Pacific railway, recently was a guest of The Annie Wright Seminary in Tacoma. Miss Toland went from her home in Philadelphia to unveil a portrait of her grandmother, Annie Wright, whose name the Seminary bears.

Last winter when Miss Ruth Jenkins, headmistress of the Seminary, was the guest in Philadelphia of Miss Toland's mother, Mrs. Thomas Harney, Mrs. Harney offered to have a portrait of her mother, Annie Wright, painted for the school. She engaged S. George Phillips, prominent Philadelphia artist, to paint the portrait. When it was ready to be placed in the school, Miss Jenkins invited Miss Toland to unveil the painting. At a formal reception at which Mayor Harry P. Cain of Tacoma, was the speaker, Miss Toland made the presentation of the portrait which now hangs on the first landing on the Front Hall stairway where it can be seen by all who enter the front door of the school. It is a full length portrait of Annie Wright in her wedding gown.

While in Tacoma, Miss Toland also visited St. Luke's Church which was the beneficiary of a number of memorial gifts made by Charles B. Wright in the early days of Tacoma.

Howard Hauskins, Northern Pacific T. P. A., Elected President of Chicago Passenger Club for 1946



Here are the 1946 officers of the Chicago Passenger Club, along with Rudy A. Schrey, NYC, retiring president, who becomes chairman, executive committee. Left to right, seated: Chester M. Hantsch, NYC, 1st vice president; Howard M. Hauskins, NP, president, and Walter J. Johnson, CRI&P, secretary-treasurer. Standing, Mr. Schrey and Henry J. Kastman, Mo. Pac., 2nd vice president.

The election was held at a meeting Dec. 5. While the "Regular" ticket came through intact there was spirited opposition by the "GEMM's" (Earl Gottner, CRI&P; Jake Ephraim, West. Pac.; C. P. McEvilly, IC; C. E. Moloney, C&NW) also the "Blockbusters" made up of Joe P. Thomann, GN; Eddie F. McWilliams, M-K-T; Joe Hyland, Frisco, and Joe Petty, IC RR.

Rudy Schrey toastmastered the session which was attended by nearly half of the club's 505 members. The evening in Huyler's Embassy Room moved smoothly from Max Fitting's (SP) lead-off with the national anthem . . . through a fine dinner enlivened by trio music . . . introductions . . . and an interesting roundup of "over there" observations by Lt. Col. Harry J. Dooley, Gray Line, who, incidentally, was enjoying his first day in civvies in many months.

Howard M. Hauskins, the club's new president, is Northern Pacific traveling passenger agent, Chicago. In 1944 he was second vice-president, and moved to first vice-president this year, serving as editor of the CPC Bulletin both terms. Howard is known in Chicagoland having traveled both Indiana and Illinois prior to the war. Following 8 months in the army he "durationed" 3 months in Idaho as Northern Pacific agent at the Farragut Naval Station.



MISS TOLAND

Mr. Wright made possible by his benefactions the founding of The Annie Wright Seminary through gifts to the Rt. Rev. J. H. Paddock, friend of Mr. Wright and at that time Bishop of the Diocese. He also assisted in the opening of DeKoven, a school for boys in Tacoma. Upon the closing of that school the Endowment Fund given to it by Mr. Wright was transferred to The Annie Wright Seminary.

TACOMA, GATEWAY TO RAINIER NATIONAL PARK, PREPARES FOR POSTWAR VISITORS

New Guide Folder and Map Portray Scenic Attractions in and Near City on Puget Sound

This article on Tacoma, Wash., is the second of a series designed to answer "What will the Pacific Northwest offer the postwar visitor?" It was prepared for The North Coaster by the staff of the Tacoma Chamber of Commerce.

Tacoma, "Gateway to Mt. Rainier National Park" and America's forest products capital, is superbly situated on heights above Puget Sound, 114 miles from the Pacific ocean. It is in the heart of the Evergreen Playground, the open door to mountain streams, snow-capped peaks, virgin wilds and any and every type of scenic grandeur that the lover of the out-of-doors may desire.

To meet increasing needs demands from postwar travelers for information on points of scenic and recreational interest in and near Tacoma, the Chamber of Commerce has issued a guide folder and map. The major part of the city's advertising program will be carried on through the International Evergreen Playground Association, a combination organization of four cities, Tacoma, Seattle and Victoria and Vancouver, British Columbia. This group has been working in combination for 21 years, selling the attractions of the Puget Sound area as a single package.

The Tacoma Chamber, along with other associations in the district, is directing considerable attention to the need for additional recreational facilities. More resorts, particularly those on American plan operations, are essential to meeting the increasing demand.

As part of its service to visitors the Chamber has catalogued the resorts of the state with data on their attractions, rates and accommodations.

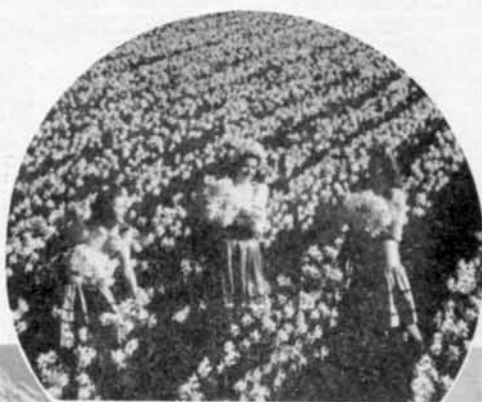
Pierce County in which Tacoma is situated holds unique distinction in climate and altitude—from the 14,408 foot glacial clad heights of Mt. Rainier to quiet, warm bays at sea level. One of the oldest cities in the Pacific Northwest, its history dates back to 1841 when Charles Wilkes, commander of a United States exploring expedition, began a survey of the waters of Puget Sound in a bay around which the city is built. He named it Commencement Bay, a title which it still holds. When Northern Pacific rails reached tidewater in 1873, growth of this industrial center began in earnest.

All who visit Tacoma are impressed with the 640-acre wilderness of Point Defiance Park, a reserve of primitive forest through which wind miles of woodland roadways and horse and foot trails. This point is only 15 minutes from the city center. At one corner of the reserve are beautiful flower gardens known throughout the Pacific Northwest for their beauty and extent; a zoo, aquarium, picnic grounds and pavilion. Here too, is Fort Nisqually, first outpost of the Hudson's Bay Company on the North Pacific Coast, built in 1833. One of the original buildings still stands and the stockades, bastions and other structures have been rebuilt on the original plan.

TOP—Daffodils in the Puyallup Valley, near Tacoma.

CENTER—Tacoma skyline, with eternally snow-capped Mount Rainier in background.

BELOW—left—Paradise Valley, Rainier National Park. Right, Giant trees in Tacoma's Point Defiance Park.



A paradise for the amateur fisherman is found in the salt water narrows of Puget Sound at Point Defiance and in Tacoma's harbor. At times as many as 400 boats may be seen dotting the waters with fishermen angling for salmon. For visitors, boats, tackle, motors and bait are provided at low rentals.

There are five large forest-bordered lakes within and immediately south of Tacoma city limits of interest for bathing, boating and fishing. Within 20 miles are more than 30 lakes attractive for summer homes and vacation interests.

These lakes, however, are secondary in lure to the sportsman and vacationist compared to the 2,000 miles of forest bordered shorelines which surround the salt waterways of Puget Sound. Many spacious homes and resorts are seen along the shores hiding away among the tall conifers and undergrowth of ferns, Oregon grape, salal and other plants which cover the forest floor. Cool summer breezes from these winding waterways

lend a pleasant background to this Evergreen Playground.

Perhaps nowhere in America is there an area of such scenic grandeur as Mt. Rainier National Park, 56 miles from Tacoma by paved highway. This mountain boulevard winds through forest lanes, past spectacular vistas to Paradise Valley. Here is located Paradise Inn, surrounded by alpine meadows carpeted with myriad colors of wild flowers. Sunrise Park on the opposite side of the mountain is 85 miles from Tacoma by an equally scenic route. From Sunrise, 6500 feet above sea level, is an unsurpassed view of the

(Continued on Page 4)

Throckmorton GAPD, Seattle; Peterson Promoted to AFTM

K.W.Wilson Made GA at Cincinnati—Beatty Returns to Seattle as CPA

Numerous changes affecting Northern Pacific traffic department personnel were made in recent weeks. They include appointment of C. R. Throckmorton, division passenger agent, Seattle, as general agent, Passenger department, Seattle; H. A. Peterson, general agent, Cincinnati, as assistant freight traffic manager, St. Paul, and K. W. Wilson, commercial agent, Chicago, as general agent, Cincinnati.

Throckmorton, with the N. P. since 1917 and long TPA at St. Louis before going to Seattle in 1942, succeeded N. J. Heuchan, assigned to the Western Traffic Manager's staff. R. K. Mossman, chief rate clerk, succeeded Throckmorton.

Peterson, who began railroading in Cincinnati, where he worked for the Big Four, Clinchfield, Lehigh Valley and Northern Pacific, served 7 years in N. P.'s Chicago freight traffic office before returning to Cincinnati in 1936 as general agent.

Wilson worked for the Pennsylvania, P. & L. E., Erie and N. P. in Pittsburgh before going to Chicago in 1933.

J. A. Beatty, formerly CPA, Portland, has succeeded Orville Neer, retired as CPA, Seattle. Beatty was with the N.P. in Chicago before going to the general passenger department at Seattle and later to Portland.

M. L. Thomson, TPA, Spokane, succeeded Beatty at Portland, and W. T. Garrett, passenger agent, Farragut, Idaho, succeeded Thomson at Spokane. T. H. Painter is now passenger agent at Farragut.

L. A. Buck, head of the N.P. reservation bureau, Seattle, is CPA, Seattle, having succeeded R. W. Markin, retired. R. W. Luckey succeeded Buck at the reservation bureau, with title of CPA.

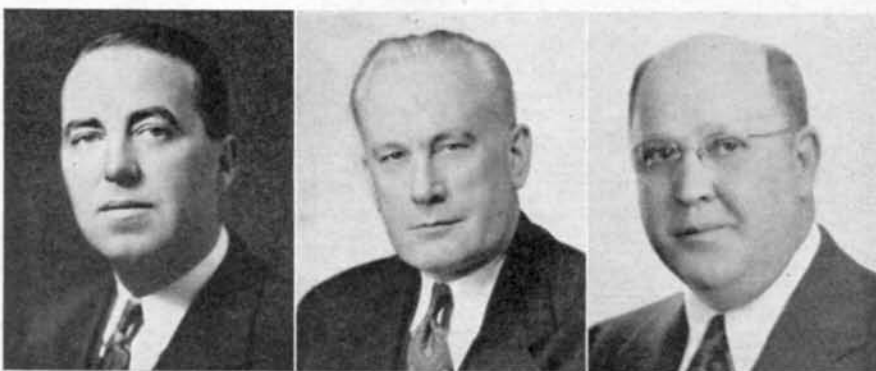
B. O. (Barney) Cleff, wartime TF&PA, Tacoma, and more recently TPA, Seattle, returned in December to his former position as TF&PA, St. Louis.

Two additional traffic men returned to their former jobs from military service in December. They are John J. Reagan, chief clerk, Milwaukee, and George Holm, stenographer-chief clerk, Cleveland.

Markin in Ticket Office 35 Years

R. W. Markin, who retired as city ticket agent at Seattle, Oct. 1, probably was the best known passenger man in Seattle, according to his associates. Mark's first Seattle job was as ticket clerk at King Street Station. He moved to the N.P. ticket office in 1910, where he remained until his retirement, except for a period in the Consolidated office during Government control in World War I. A member of Nile Shrine Temple, Mark was regarded as Nile's traffic representative and organized numerous successful Shrine tours. Mark is a bachelor and has had few interests outside of railroading.

NORTHERN PACIFIC TRAFFIC MEN IN NEW POSITIONS



H. A. Peterson (left) is now AFTM, St. Paul. K. W. Wilson (center) succeeded Mr. Peterson as GA, Cincinnati. C. R. Throckmorton (right) is the new GAPD, Seattle.

TACOMA, GATEWAY TO RAINIER

(Continued from Page 3)

mountain and Emmons Glacier, largest of 28 on the great peak.

The visitor to Tacoma should not overlook beautiful Hood Canal, a 50 mile long natural salt waterway, where many of the district's best resorts are found. It forms the eastern boundary to the Olympic peninsula, a 2,000,000 acre wilderness of primeval forests, rugged peaks, glaciers and tumbling streams.

Near the city center is Wright Park, a 28-acre area of natural beauty, containing 300 distinct types of trees. The Tacoma totem pole, tallest in the world, was carved from a single cedar tree 105 feet in height by Alaska Indians. Immediate to Tacoma is Fort Lewis, a 110,000 acre military reserve with modern facilities; McChord Field, northwest army air base, and Mt. Rainier Ordnance Depot, an \$8,000,000 ordnance supply, maintenance and training center.

Vacationists find interest in the fertile valley bordering the Puyallup River which flows into Tacoma's harbor. This county is first in the nation in production of raspberries, blackberries and dewberries, and third in value of small fruits. In the spring the vast expanse of daffodil and tulip blooms with Mt. Rainier in the background is an unforgettable spectacle. Puyallup Valley is recognized as the bulb center of the nation.

There is interest, too, in the industries which dot Tacoma's 14 miles of waterfront and the broad expanse of its industrial tideflats. Its many plants—forest products, foods, chemicals, metals—are shipped to all parts of the world. The city, started as a port for sailing ships, now has grown to 139,000 population with steamship lines around the globe and four transcontinental railroads.

Backed by vast resources of raw materials, large bodies of coal and the nation's lowest industrial power rates, Tacoma has enjoyed rapid growth. The same rugged forest covered mountains, picturesque valleys and the waterways which support this district industrially afford the scenic and recreational lure to which Tacoma invites you.

Gray Line Tour Companies Re-elect Dooley President

With members attending from as far away as Honolulu, Alaska, Mexico, and Cuba, the Associated Gray Line Sight-Seeing Companies completed their first post-war meeting and their 35th annual business meeting in Chicago, Nov. 6-7.

Lt. Col. Harry Dooley of Chicago was re-elected president. Other officers re-elected were first vice-president, Charles H. Tanner of Los Angeles; second vice-president, Louis S. Crosby of Banff and Lake Louise; treasurer, Larry Delp of Chicago; and secretary, Jewel Burton of Chicago.

The new board of directors consists of the following: Burton L. Thomas, Boston; Carl J. Sundberg, San Francisco; Roe Emery, Denver; R. G. Perry, Montreal; Larry S. Mariger, Salt Lake City; George A. Toye, New Orleans; C. O. Thompson, Charleston, S. C.; Augustus H. Wenck, Seattle; and A. H. Foster, Toronto.

Over a million dollars will be spent by Gray Line operators in 1946 for new equipment and all Gray Lines will resume operation 100% before the opening of the 1946 season, President Dooley said.

Otten Out of Army, Back as Northern Pacific CPA, Chicago

John H. (Duke) Otten, Northern Pacific CPA, Chicago, who has been in the Army since August, 1943, resumed his old job January 1.

Duke, who was a T-4 in the 136th AAA Battalion, went overseas in May, 1944, and saw service in Belgium, France and Germany.

JOIN THE MARCH OF DIMES

FIGHT INFANTILE PARALYSIS

★ JANUARY 14-31 ★

The National Foundation for Infantile Paralysis