



The North Coaster



Vol. XVII Number 6

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest November-December, 1946

NEW STREAMLINED COACHES PUT ON N. P. COAST TRAINS



First of Post-War Passenger Cars Go Into Service on NCL

Modern, Lightweight Equipment Embodies Latest Features in Design and Construction

New lightweight, streamlined coaches of the latest design, Northern Pacific railway's first installment of post-war passenger equipment, were put in service late in October on the transcontinental North Coast Limited. They run between Chicago and Seattle and Chicago and Portland.

The new coaches, 36 of which were ordered two years ago from Pullman-Standard, are part of a large Northern Pacific purchase of passenger equipment which includes a fleet of completely new streamlined North Coast Limiteds, expected to go into service early next summer between Chicago, Twin Cities and the North Pacific coast on a fast transcontinental schedule.

The new coaches are equipped with the latest type of foam rubber-upholstered seat, built to support the whole body and easily adjustable to various positions. There is a window for each pair of seats. The inside pane is safety glass and the outside is plate, solite glass, resistant to heat and glare. An individually-controlled light over each seat is beamed to enable the passenger to read without disturbing a fellow-traveler in the adjoining seat. Each car has well-equipped dressing rooms, and, in addition, a spacious lounge.

The wide luggage racks are of aluminum with stainless steel trim. There also is additional luggage storage space at one end of the car. The interior sidewalls are decorated with a restful two-tone green and the ceilings are cream tan-colored. Centering the ceiling are multi-vent aluminum sheets for air-conditioning. The seats, of which there are 56 in the body of the car, are upholstered in a rich brown, which blends attractively with the car interior. Two green-tinted photographic murals of scenes along the N. P. hang at the end of each car.

Trucks are equipped with coil springs, hydraulic shock absorbers, electro pneumatic brakes, roller bearings and automatically operated non-wheel sliding devices, which prevent sliding and flattening of wheels.

All cars are equipped with tight-lock couplers which eliminate slack and much of the noise usually heard between cars and there are many other unseen engineering features which will contribute to the comfort and pleasure of travelers.

Northwest Parks Set All-Time Travel Mark For the 1946 Season

Yellowstone, With 814,907 Entries, Was 40% Over 1941, Previous Record Year

The civilian population of the United States, deprived of pleasure travel during the war years, set new entry records during the 1946 travel season in Yellowstone, Rainier and Olympic National Parks and most of the other areas of the National Park system.

Yellowstone entries hit an all-time high of 814,907, an increase of 233,146, or 40% over 1941, previous record year, and 636,611 more than visited the park in the 1945 season. Of the record total, only 16,076, or 1.97%, were rail travelers. However, entries via Northern Pacific through the Red Lodge Gateway (which costs \$6.50 extra on the park tour and is worth it) were the highest since that spectacular High Road over the Bearwith Rockies was opened in 1937.

Rainier's 1946 total was 758,504, as compared with 446,636 in 1941. Olympic entries were 121,712, which was 28,744 more than in 1941.

Of all the national parks, Yellowstone's 1946 total entries were second only to Great Smoky National Park in North Carolina and Tennessee which enjoys a year-round season. Great Smoky had 1,147,377 this year, which was 100,000 off from 1941.

Neither the National Park Service nor the operators were able to care adequately for the year's visitors, according to Director Newton B. Drury. He said the concessionaires were obliged to rebuild their staffs after the four war years had reduced their operations to a minimum.

"Neither they nor the Park Service were satisfied with their operations, but we feel certain that all did the best they could to provide satisfactory accommodations, meals and transportation," Mr. Drury said.

This is one of the fleet of new lightweight, streamlined coaches recently put in service on the transcontinental North Coast Limited. For other pictures of the new cars, see pages 3 and 4.

1,000 Reindeer Carcasses Shipped N. P. from Seattle to Chicago and N. Y. Markets

A large shipment of Alaskan reindeer meat destined for Chicago and New York markets was handled in Northern Pacific freight service from Puget Sound in October.

The reindeer were slaughtered by arrangement with the U. S. Department of the Interior on Nunivak Island, off the coast of the Alaskan mainland in the Bering sea, and purchased by Edwin Butters, Coldwater, Mich., dealer in "wild meat". The shipment totals about a thousand carcasses. They were frozen and moved in refrigerator cars.

Because Nunivak Island has no port of call, the carcasses were taken by barge to the mainland, where they were loaded on a steamer for shipment to Seattle. Butchering was done by Eskimo inhabitants of the island.

N. P. Operates Ranchers' Tour to Chicago International Show

A large party of Northwest livestock ranchers have enrolled for a special trip on Northern Pacific trains to the Chicago International Livestock Exposition early in December. The party will leave the North Pacific Coast Nov. 29 and arrive Chicago Dec. 2.

The tour, arranged by the Agricultural Development department of the N. P., is being directed by A. J. Dexter, agricultural development agent.

JOIN THE MARCH OF DIMES

FIGHT INFANTILE PARALYSIS

JANUARY 15-30

The National Foundation for Infantile Paralysis

Tourist and Traveler

There is a great difference between tourists and travelers. A tourist comes to see; but a traveler comes to understand.—William M. Randall in Asia and the Americas.



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NORTHERN PACIFIC RAILWAY, ST. PAUL, MINN.

E. E. NELSON - - - Passenger Traffic Manager
M. M. GOODSILL - - - General Passenger Agent
G. W. RODINE - - - General Passenger Agent
L. L. PERRIN - - - Advertising Manager-Editor

Western Ski Season Opens Dec. 1 at Mount Hood, Ore.; Henderson Heads Association

The Pacific Northwest ski tournament season will open Dec. 1 with a downhill race event at Mt. Hood, Ore., and close next June 8 with the Golden Rose Tournament over the same course.

The 1946-47 program was announced following the annual meeting of the Pacific Northwest Ski Association Oct. 28 at which George M. Henderson of Portland was elected president. Henderson is manager of the publicity department of the Portland Chamber of Commerce.

The classic Olympic team tryouts in downhill and Slalom will be held at Sun Valley March 8-9 and the jumping tryouts for berths on the Olympic team will be staged by the Seattle Ski Club at Snoqualmie Pass March 22-23. Other tournaments will be held at Mount Baker, Spokane and Stevens Pass, near Everett, Washington.

Skiing Opens at Timberline Lodge

Timberline Lodge, million-dollar Alpine inn on the slopes of Mount Hood, Ore., near Portland, began operating its tows and lifts for skiers on Oct. 27. The ski season at Timberline lasts well into June. The Lodge, which operates the year 'round, may be reached by daily bus service from Portland.

E. L. Carey, Veteran N. P. Passenger Man in Seattle, Retired by Ill Health After 49 Years of Railroading



E. L. Carey

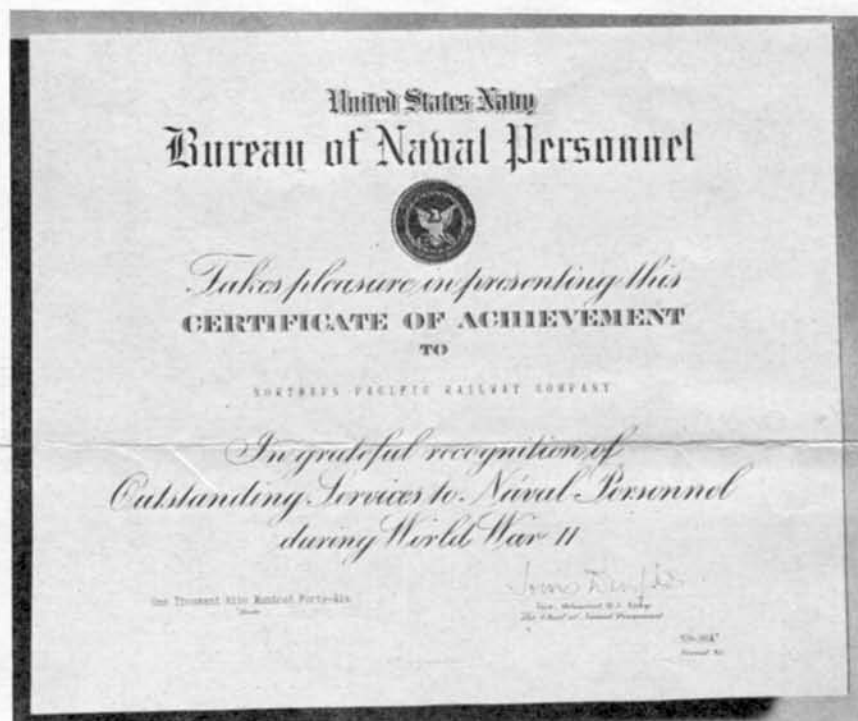
There's one in nearly every general passenger department . . . an oldtimer who has been there since away back and knows all the answers . . . always on the job . . . not spectacular, but most dependable and a mighty satisfactory man to have around when the going is tough.

Such a man was Ernest L. Carey, Northern Pacific's district passenger agent at Seattle, who retired Oct. 1 because of illness after 49 years of railroading, 42 of which were with the N. P. in Seattle.

Mr. Carey entered N. P. service at Fargo, N. D., in 1897. In 1904, he worked briefly for the M. & St. L. at Minneapolis, for the Great Northern at Bellingham, Wash., and as ticket clerk at the Seattle Union Depot, then returned to the N. P. as ticket agent and chief clerk to the city passenger agent at Seattle. He was made district passenger agent, Seattle, in 1925. During Federal control in 1918-1920, he was chief clerk in the Seattle consolidated ticket office.

J. A. Beatty, city passenger agent, Seattle, succeeded Mr. Carey, W. L. Brouelette, traveling passenger agent, Yakima, Wash., succeeded Beatty, and E. J. O'Brien, ticket clerk, Yakima, succeeded Brouelette.

Northern Pacific Among Roads Cited by Navy Department For Job in Transporting Personnel During and After War



Northern Pacific was one of 40 American railroads to receive, at a ceremony in Chicago Oct. 18, the highest award that the Bureau of Naval Personnel of the Navy department can give an individual or organization not affiliated with the Navy.

The Certificate of Achievement, reproduced above, was awarded Northern

Pacific in recognition of the job it did during and following the war in transporting Navy personnel. Admiral Louis Denfield, chief of Naval personnel, presented the award to B. W. Scandrett, vice president, who represented President C. E. Denney at the ceremony.

At the same ceremony, certificates of appreciation were presented to the heads of four regional passenger associations, including Hugh W. Siddall, chairman, Transcontinental and Western Passenger associations, and chairman, Interterritorial Military Committee.

Dude Ranchers, in 21st Annual Meeting, Re-elect Moore and Nye

Rocky Mountain Dude Ranchers held the 21st annual convention of their association in Casper, Wyo., Oct. 28-30, reporting a banner year for 1946 and good future prospects.

Charles C. Moore, of Dubois, Wyo., was re-elected president, and Walter Nye, of Billings, executive secretary.

"In the years of this association, America has taken hold of the ranch vacation idea, and from small beginnings in Wyoming and Montana, we have seen the idea grow and prosper," Mr. Moore said. "I think we can say with modesty that our industry is now soundly established."

The convention was a colorful affair, with 200 ranchers and guests in dress-up cowboy attire invading the hospitable city of Casper.

The dude season in Montana and Wyoming has lengthened on some ranches to year-around operation; formerly guests came only for the summer. Now they come early in Spring and linger on to winter.

NEW STREAMLINED NORTHERN PACIFIC COACHES ARE LAST WORD IN TRAVEL COMFORT

LOW-COST LUXURY—These are the accommodations coach passengers now enjoy on the North Coast Limited. →



↑ **ALL ABOARD!** The new streamlined coaches go into service on the North Coast Limited.



↑ **SOLID COMFORT**—Seats are easily adjustable to various positions and there's ample leg room.

↓ **EXTRA WIDE** luggage racks are a popular feature. Additional storage space at end of car.

↓ **COMMODIOUS LOUNGE** seats eight. A plus service for coach passengers.



↓ **POWDER ROOM**—Each car has well appointed women's and men's dressing rooms.



↓ **EXCLUSIVE**—Each seat has its own illumination, beamed to individual passenger.



↓ **RUBBER OF BRIDGE**—Seats are reversible and tables are provided on request from the porter.



N. P. Makes Test Run To Set Up Schedule For New Fast Trains

4500-HP Diesel Hauls 11-Car Train, St. Paul to Seattle, Without Helper Service

The Northern Pacific early in November completed the first of a series of test runs preliminary to inauguration of transcontinental streamlined passenger service early next summer when an 11-car special train returned to St. Paul after a 3800-mile round trip to Seattle.

The test train was hauled by a 4500-HP diesel locomotive, six of which Electro-Motive Division of General Motors is building to power the new Northern Pacific streamliners.

The trial run was made to enable Northern Pacific to set up for the new train the best schedule which will combine speed with maximum passenger comfort, according to H. E. Stevens, vice president, operating department, who rode the train along with a group of N. P. and General Motors officers and technicians. The new train will operate on a schedule of approximately 45 hours between Chicago, Twin Cities and the North Pacific coast.

Six of N. P.'s newly delivered lightweight streamlined coaches were operated on the test train along with other equipment and the smooth riding qualities they displayed even when the train was traveling at high speed is a tribute to modern engineering design and construction. The train ran 80 miles an hour over numerous stretches, and occasionally exceeded 90. The ease with which the big diesel hauled the train over mountain grades without helper service was most gratifying and the test operation as a whole was satisfactory.

Kremer, New DPA in Washington Office, With N. P. Since 1921

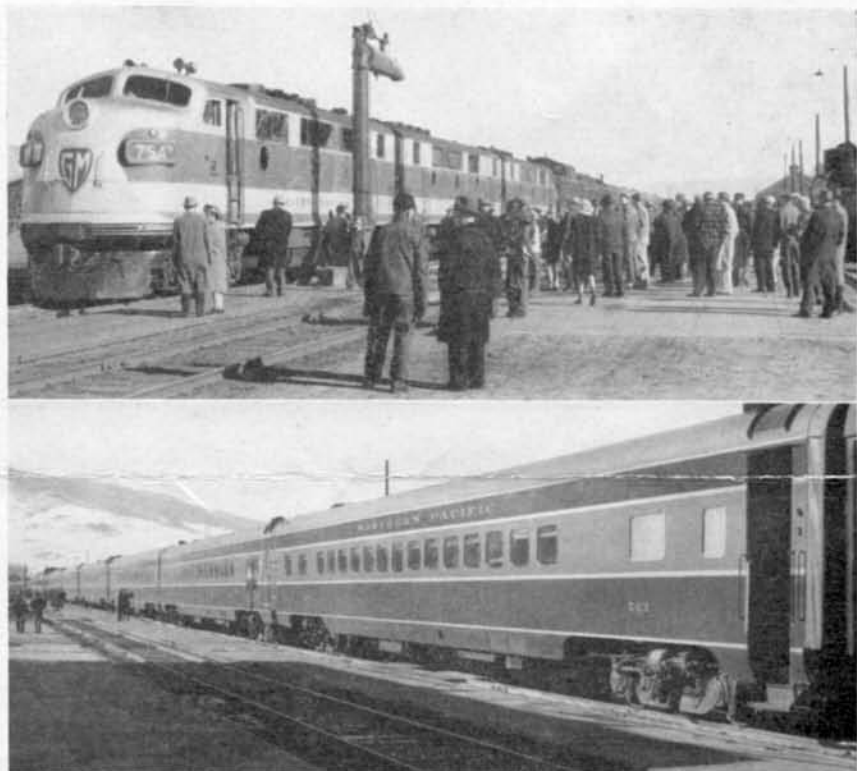
Earl Kremer, new head of Northern Pacific's passenger work in Washington, D. C., entered N. P. service in 1921 as a stenographer in the Philadelphia traffic office. He was subsequently chief clerk, city passenger agent, traveling passenger agent and TF&PA, Philadelphia, before being appointed traveling passenger agent at Washington in September, 1942. He was promoted to district passenger agent and E. R. Shellenberger to district freight agent Sept. 1, 1946, following the death of Neil Baird, general agent, Passenger department, Washington.

Both men report to B. M. Decker, general agent, Philadelphia and Washington.

Record Western Washington State Fair

An all-time record number of 404,224 persons attended the Western Washington State Fair in September.

Crowds Along "Main Street" Inspect N. P. Test Train



Citizens of towns and communities all along the Northern Pacific main line turned out in large numbers to inspect the N. P. diesel-powered train which made a test run between St. Paul and Seattle early in November. The top picture shows part of the crowd at Livingston, Mont., and a closeup of the 4500-HP Electro-Motive Diesel which powered the 11-car train. The lower picture shows a string of Northern Pacific's new lightweight streamlined coaches which were part of the test train consist. Photos by R. V. Nixon.

Tree on Monday May be Your Newspaper Following Sunday, M & O Publication Points Out

The miracle of modern paper mill operation, plus efficient rail transportation, is brought out graphically in an article titled "Newsprint" published in "The Mandonian", attractive new house organ of the Minnesota & Ontario Paper Co., and important industry served by Northern Pacific. We quote:

"Today it is possible for a woodsman to cut a load of green trees into pulpwood on a Monday, have it delivered to the mill, processed into paper and, along with sufficient other rolls to make up approximately a 30-ton car, have it shipped 300 miles, unloaded, printed on a press traveling around 1200 feet per minute and delivered to you to read the following Sunday morning!"

N. P. Spent \$222,451 to Train 450 Telegraphers During War

War-time shortage of telegraphers cost the Northern Pacific railway \$222,451 for training school expenses, according to a report just compiled by F. L. Steinbright, superintendent of telegraph.

To replace operators called into the service and fill positions created by the greatly increased traffic due to the war, Northern Pacific established a training school at Jamestown, N. D., and also contracted with a commercial school at Spo-

kane for training of telegraphers. The two schools graduated a total of 450 men and women, many of whom still are in N. P. service, Steinbright said.

The training course included transportation rules and station accounting, as well as telegraphy.

*Courtesy needs no streamlining,
A smile, any traveler will borrow,
A little service rendered today,
Is your advertising tomorrow.*

—Don Powers

