



The North Coaster



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NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

January-February, 1947

Buffet-Lounges and "Day-Nite" Coaches Bring New Travel Luxuries to Coach Passengers on the Northern Pacific North Coast Limited



Above—Lounge section of New Buffet Lounge Car for coach passengers on the North Coast Limited.

Right—What luxurious comfort! The new "Day-Nite" coach.

N. P. Adds Reserved Seat Coach to Twin Cities-Fargo Trains

Northern Pacific now operates a reserved seat coach on Trains 7 and 8 between St. Paul-Minneapolis and Fargo, N. D. The car has deeply upholstered parlor car-type chairs.

Cost of a reserved seat between the Twin Cities and Fargo is \$1.38, including tax, in addition to a coach ticket.



De Luxe Lounge Car Provided Expressly for Coach Travelers

New Type of Chair and Leg Rest in "Day-Nites" Permits Reclining at Full Length

You have to see 'em to believe what luxuries a coach ticket will buy on the N. P. these days, says the Old Timer.

Coach passengers on Northern Pacific's transcontinental North Coast Limited are now enjoying the luxuries of a buffet-lounge car, expressly for coach passengers, and the de luxe "Day-Nite" coach, a startling innovation in rail transportation.

The buffet-lounge cars have 28 rotating and reclining seats in the main section and a spacious lounge section with space for 19 additional passengers in roomy, comfortable settees and lounge chairs. Sandwiches, tea, coffee, milk, soft drinks and beer are served in the lounge by an attendant.

The "Day-Nite" coaches are equipped with a new type of chair and leg rest which permits the passenger to recline at full length. They are designed primarily for long trips and are believed to be the nearest approach to providing sleeping accommodations in a day coach yet devised.

F. J. Berry Chosen Western Traffic Manager of N. P.; Rodine is Named Western Passenger Traffic Manager

Appointment of Frank J. Berry, assistant general freight and passenger agent, Portland, Ore., as western traffic manager of the Northern Pacific Railway at Seattle to succeed James L. Burnham, who died Dec. 31, was announced Jan. 16 by R. W. Clark, vice president—traffic.

At the same time, promotion of G. W. Rodine, general passenger agent, Seattle, to western passenger traffic manager, was announced by E. E. Nelson, passenger traffic manager of the system.

Other western traffic department promotions announced, effective Jan. 16, are:

Frank A. Cleveland and Otto Kopp, general freight agents, Seattle, became western freight traffic managers. Mr. Cleveland continues in charge of rates and divisions and Mr. Kopp in charge of service and sales.

S. W. Elmore, general agent, freight de-



F. J. Berry



G. W. Rodine

partment, Seattle, became general freight agent, Portland.

R. D. Bone, district freight and passenger agent, Aberdeen, Wash., succeeded Mr. Elmore at Seattle. C. J. Ryan, city freight and passenger agent, Tacoma, succeeded Mr. Bone and J. E. Beckwith, chief clerk, Tacoma, succeeded Mr. Ryan.

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The buffet-lounge and "Day-Nite" cars and a fleet of new coaches put in service late in October (and pictured in the November-December North Coaster) are part of Northern Pacific's post-war equipment program, which includes six new diesel-powered streamlined North Coast Limiteds. The new trains go into service early next summer between Chicago, the Twin Cities and the North Pacific Coast on a fast schedule. The "Day-Nites" now run on the North Coast Limited between Chicago and Seattle and Chicago and Portland and the buffet-lounge cars operate between St. Paul and Seattle.

Spokane Syndicate Buys Famed Davenport Hotel

Ownership of Spokane's famed Davenport Hotel has returned to that city. Purchase of the 454-room hostelry by a Spokane syndicate for \$2,500,000 was announced early in January. The Davenport was built by Louis Davenport in 1914 and operated by him until April, 1945, when it was sold to the William Edris Company of Seattle.

Purchasers are Charles Finucane, William M. Marshall and Robert P. Porter.



The North Coaster

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NORTHERN PACIFIC RAILWAY, ST. PAUL, MINN.

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Rail Travel 4 Times Safer in 1942-1945 Than in World War I

Only 772 Passenger Fatalities, or One for Each 107,917 Passenger Miles of Service

During World War II, notwithstanding the fact that the railway plant was worked much more intensively than during World War I, railway passenger travel was more than four times safer than it was in World War I, according to the Association of American Railroads.

In the two-year period 1917-1918, the railroads performed 83,312 million passenger-miles of service. The total number of passenger fatalities in train accidents and train service accidents from all causes was 772, or one fatality for each 107,917,000 passenger-miles of service performed.

In the four-year period 1942-1945, the railroads performed 328,763 million passenger-miles of service, and the total number of passenger fatalities due to all causes was 742. This was at the rate of one fatality for each 443,076,500 passenger-miles of service performed.

During the four-year period 1942-1945, it is estimated that the railroads operated at least 23,360,000 passenger trains. This means that they operated at least 31,500 passenger trains for every passenger fatality during the four war years.

Quinault Resort Hotel Resumes Winter Operation

The Quinault, delightful resort hotel on beautiful Lake Quinault on the Olympic Peninsula of Washington, is open for the winter season for the first time since before the war.

The hotel is steam-heated and has a spacious lobby with a huge fireplace, recreation room for dancing or games, a fountain and tap room. Guest rooms are attractive. Good food is served in a well-appointed dining room.

Quinault is 120 miles from Tacoma and 150 from Seattle.

Bremerton Welcomes Cruiser Namesake

The heavy cruiser Bremerton, named for the Puget Sound Navy Yard city in Washington state, returned to her home port Dec. 21, making her first call there since April 29, 1945. Mayor L. (Hum) Kean presented the keys of the city to Captain Ruthven Libby, skipper of the Bremerton.

N. P.'s. Mert Connor Heads Cincinnati Passenger Club



M. F. (Mert) Connor, traveling freight and passenger agent of the Northern Pacific was elected president of the Cincinnati Passenger Traffic club at the annual election in December. The new 1947 officers and board of directors are shown above. They are, front row, left to right: Ken Wisenbaugh, B&O, secretary-treasurer; President Connor and Bill Roth, Cincinnati Union Terminal, vice president. In the back are members of the board of governors, left to right: Bill Guise, Santa Fe; Len Vogt, L&N; H. M. (Bert) Costello, Canadian Steamship Lines, and Joe Healey, B&O.

Chicago Passenger Club Names Earl Gottner, CRI&P, President



The Chicago Passenger Club, at its annual meeting Dec. 2, elected F. Earl Gottner of the Rock Island as president. Guest speaker at the meeting was John W. Barriger III, president of the Monon Route. The new officers, pictured above, are, front row, left to right: Walter J. Johnson, CRI&P, first vice president; President Gottner, and M. J. McGarr, NYC, second vice president. Back row, left, Howard M. Hauskins, Northern Pacific, retiring president, who becomes chairman of the executive committee, and Francis M. Hayes, AT&SF, secretary-treasurer.

R. A. Schrey, NYC, president in 1945, is the new publicity committee chairman and editor of the Club Bulletin, which has been handled by Hauskins since its launching three years ago.

Census Shows Large Animal Population in Yellowstone Park

More Elk, Moose, Antelope, Bison and Bear There Than in Any Other Sanctuary in U.S.

Herds of elk aggregating 23,000 and mule deer numbering 20,000 are the most numerous wild animals roaming the Nation's national parks under perpetual protection from hunters, Secretary of the Interior J. A. Krug announces on the basis of a census conducted by the National Park Service.

More than half of the elk are in Yellowstone National Park, the census revealed. The recently-dedicated Olympic National Park in the State of Washington contains 4,500 of the rare Roosevelt, or Olympic, elk.

Yellowstone Park also leads in the moose count with more than 600. Isle Royale National Park, Mich., situated close to the Canadian boundary in Lake Superior, is a close second with about 500 moose. Glacier National Park has about 200, and Grand Teton National Park and the adjoining Jackson Hole National Monument in Wyoming, about 130.

Practically all the mountain goats in the National Park System are found in Glacier National Park, Mont., with a count of 975; in Mount Rainier National Park, Wash., with 375; in Glacier Bay National Monument, Alaska, where they are numerous; and a few in Olympic Park.

Yellowstone also is first in the number of pronghorn antelope, with 800; of bison (popularly called buffalo) with 930; of black bear, with 450; and of grizzly bears, of which there are about 200.

The herd of 500 Dall sheep in Mount McKinley National Park, Alaska, leads the park bighorn population. Yellowstone has 280 Rocky Mountain bighorns, Glacier 255, and Rocky Mountain National Park in Colorado, 125.

That busy engineer, the beaver, occurs in many wilderness national parks. There are about 1,650 of these interesting house and dam builders in Glacier National Park, perhaps as many in Yellowstone, and about 2,500 in Isle Royale.

Tacoma Choral Groups Sing Carols at Union Station

During the recent holiday season, the Tacoma Union Station again rang with choral singing of traditional Christmas carols.

For the third successive year, Mrs. Della Gould Emmons, Tacoma civic leader and writer, and wife of A. B. Emmons, N. P. dispatcher, arranged the programs which warmed the hearts of rail travelers. Under the sponsorship of the Travelers Aid Society, different Tacoma choral groups sang from the station balcony each evening.

Special decorations and other incidental details were arranged by William C. Garl, stationmaster.

J. L. Burnham Dies; Was N. P.'s Western Traffic Mgr. 18 Years

Death the Result of Injuries
Suffered in a Fall—Was in
Railroading 44 Years

James L. Burnham, western traffic manager of the Northern Pacific Railway, Seattle, for the past 18 years, died Dec. 31 in a Seattle hospital as the result of injuries he suffered in a fall early in November. He was 64 years old.



J. L. Burnham

Born in Yaxley, England, Aug. 20, 1882, Mr. Burnham went to St. Paul, Minn., with his family at an early age. Following graduation from high school, he began his long railroad career in St. Paul in 1902 with the Lake Shore & Michigan Southern, now a part of the New York Central. He later worked for the Minneapolis & St. Louis, the Omaha and New York Central in St. Paul before coming to the N. P. Traffic department in the St. Paul general office in 1907.

He subsequently was traveling freight agent, division freight agent and assistant general freight agent before going to the company's west coast traffic department in 1921. In 1926, he was appointed assistant general freight and passenger agent at Tacoma and on Jan. 1, 1928, he was advanced to western traffic manager at Seattle.

Mr. Burnham is survived by his wife, two sisters and a brother. His brother is P. H. Burnham, retired freight traffic manager of the Great Northern.

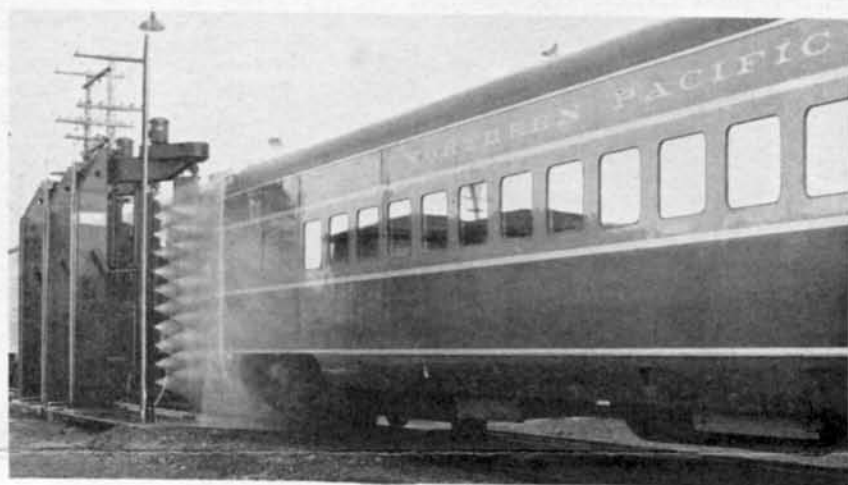
Berry New Western Traffic Manager; Rodine is Promoted

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Mr. Berry, a native of North Dakota, began his Northern Pacific service in 1906 as a station clerk at La Moure, N. D. He entered the traffic department in 1911 at Winnipeg, where he advanced to assistant general agent and then general agent in 1920. From 1923 to 1929 he was general agent at Spokane, then assistant general freight agent at Seattle for two years before going to Portland in 1931 as assistant general freight and passenger agent.

Mr. Rodine began railroading in his native Chicago in 1913 in the general offices of the Santa Fe. Later he worked in Santa Fe's Chicago city ticket office before entering the N. P. passenger department in Chicago in 1921. He was subsequently traveling passenger agent at Cleveland and Milwaukee and special passenger representative in the St. Paul general offices before returning to Chicago as assistant general agent and then general agent. He was promoted to general passenger agent, Seattle, in 1941.

New "Laundry" at Seattle Washes a Car in a Minute



These pictures show one of Northern Pacific's new streamlined coaches being cleaned in a mechanical car washer recently installed in the Seattle King Street Station yards. The washer is an array of vertical revolving brushes with washing and rinsing sprays of oxalic acid solution and clear water located ahead of and behind the brushes, which cleanses a car a minute as a switch engine pulls them past. A 2000-foot spur, complete with an underground drainage system, was built to accommodate the washer. The installation cost approximately \$85,000.



Disastrous Fire Fails to Stop Verndale, Minn., Implement Co.

The North Coaster salutes the Waterhouse Implement Co. of Verndale, Minn., for its intestinal fortitude.

L. N. Paulston, Northern Pacific's agent at Verndale, reports that when fire wiped out the company's physical plant on Dec. 2, Mr. Waterhouse rallied his crew, cleared away the debris, set up headquarters in an old N. P. boxcar and by Dec. 6 was back in business selling gas and oil and taking orders for automobiles and farm machinery.

Believe me when I tell you that thrift of time will repay you in after life, with a usury of profit beyond your most sanguine dreams; and that waste of it will make you dwindle, alike in intellectual and moral stature, beyond your darkest reckoning.—Gladstone.

An open mind is all very well in its way, but it ought not to be so open that there is no keeping anything in or out of it. It should be capable of shutting its door sometimes, or it may be found a little draughty.—Samuel Butler.

Railroads deliver daily approximately 4,000 carloads of foodstuffs and fuel into New York City and suburbs.

Railroads consumed 22 per cent of the total bituminous coal production in 1945.

Returns on NCL After Winning National Blind Golfers Title



A most unusual sports celebrity was a passenger on the Northern Pacific Coast Limited in December. He is Clinton F. Russell, blind golfer of Duluth, Minn., who won the national blind golfers championship at a tournament Dec. 7 and 8 at Inglewood, Calif. Mr. Russell shot 105 in the final round of the tournament.

Mr. Russell is shown above before boarding the North Coast Limited at King Street Station, Seattle, en route home.

St. Paul Plans Gala Program for Winter Carnival, Feb. 1 to 9

Spectacular Parades and National Drum Majorette Contest Among Many Thrills on Tap

Gorgeous pageantry, colorful parades and an outstanding program of winter sports competitions will mark the 1947 St. Paul Winter Carnival which will be held Feb. 1 through Feb. 9.

Preparations already well advanced indicate that the winter festival with which King Boreas, ruler of the North Wind, rewards his loyal St. Paul subjects will be one of the most spectacular in the long series of snow frolics which dates back to 1886.

More than 50 marching clubs, drum and bugle corps and bands are busy drilling for the two huge parades in which they participate Feb. 1 and 6 and appearances at the coronation of King Boreas, the huge musical jamboree and national drum majorette contest and the storming of the Ice Palace.

The palace, built entirely of huge 300-pound ice cakes (some 22,000 cakes were used in the pre-war palaces) is the background for the coronation of Boreas and various Carnival skating events which feature figure skating champions of the Northwest. The palace is visited each Carnival by many thousands. Brilliantly lighted, it is an unforgettable sight.

Headline events, both for spectators and participants, are the coronation of the Queen of the Snows who shares Boreas' throne, the grande ball of the Order of the Star of Boreas in which Carnival royalty has the starring roles, and the masked ball of Vulcan. The two parades, Grande and Torchlight, are viewed by more than 300,000 along the two-mile line of march.

An impressive winter sports program has been scheduled for the 1947 Carnival, with stars of many lines of sports participating.

Final trials for the United States Olympic speed skating team will be held throughout the week following the two-day National speed skating championships which will be held the first two days of the Carnival. The final two days of celebration will bring to the city the Central United States ski jumping championships.

Other big events are the Carnival collegiate hockey tournament and an ice fishing contest to be held at White Bear Lake, only a few miles from the St. Paul loop.

Competition in ski slalom, downhill and cross country events, dog racing, snowshoe racing, ice boating, winter trap shooting and professional hockey also is scheduled.

Experience keeps a dear school, but fools will learn in no other, and scarce in that, for it is true we can give advice but cannot give conduct. They that cannot be counselled cannot be helped; and if you will not hear reason, she will surely rap your knuckles.—Benjamin Franklin.

Seeing Seattle by Boat—A Spectacular Tour

One of the spectacular sightseeing tours of the West, experienced by thousands of visitors each year, is the Grey Line cruise on the waters in and around Seattle. Pictured below are some of the highlights, photographed last summer by Northern Pacific.



Seattle's downtown skyline from Elliott Bay, city's salt water harbor.



Entering large lock of U. S. Government Locks, second only to Panama.



Heading west in Lake Union. University of Washington campus to right.