



# The North Coaster



Vol. XX Number 1

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

January-February, 1949



**E. E. NELSON**  
Retires as P. T. M.



**G. W. RODINE**  
New P. T. M.



**F. G. SCOTT**  
W. P. T. M., Seattle

## E. E. Nelson Retires; G. W. Rodine is Named Northern Pacific PTM

### F. G. Scott Heads West Coast Passenger Department— H. F. Compton Becomes GAPD in Chicago

Emil E. Nelson, Passenger Traffic Manager of the Northern Pacific for 20 years, terminated 48 years of continuous service with the N. P. Jan. 1 when he retired under company pension rules. Mr. Nelson was 70 years old on Dec. 15.

Mr. Nelson's successor is G. W. Rodine, formerly Western Passenger Traffic Manager at Seattle, who has been with the company since 1921. Forest G. Scott, who succeeded Mr. Rodine as General Agent, Passenger department, in Chicago when Walter moved to Seattle in 1941, again succeeded him at Seattle as head of the West Coast Passenger department. New General Agent in Chicago is H. F. (Spud) Compton, formerly City Passenger Agent there.

Merrill C. Saxton, formerly Traveling Passenger Agent, Seattle, became City Passenger Agent, Chicago, and he was succeeded at Seattle by Al H. Ness, chief clerk, Passenger department, Portland. Succeeding Mr. Ness is Leonard Holmstrom, formerly in the Portland Union Depot ticket office.

Mr. Nelson, a native of Lanesboro, Minn., began his 48-year career in the Northern Pacific passenger department March 11, 1901, only a few months after the first North Coast Limited was launched with "steam heated and electrically lighted cars"—a far cry from today's streamlined version of the famed Northern Pacific transcontinental passenger train. Mr. Nelson's first job was secretary to Charles S. Fee, then system head of the passenger department in St. Paul.

After service in the rate department and as chief clerk in the general Passenger department, Mr. Nelson was promoted to Assistant General Passenger Agent in the general office in 1912. From 1923 to 1927 he headed the passenger department at Seattle as Assistant General

(Continued on Page 3)

## E. P. Burke Retires, J. J. Nolan Named P. T. M. of Pullman Co.

Edward P. Burke retired as Passenger Traffic Manager of the Pullman Company Dec. 31 after 49 years of continuous service in Pullman's Passenger department. He was succeeded by J. J. Nolan, a veteran of 29 years service with the company.

G. S. Chappell, Jr., succeeded Mr. Nolan as Assistant Passenger Traffic Manager and G. H. Keagle was promoted to Assistant General Passenger Agent.



**H. F. COMPTON**  
G. A. P. D., Chicago



**M. C. SAXTON**  
C. P. A., Chicago



**A. H. NESS**  
T. P. A., Seattle



**L. HOLMSTROM**  
Chf. Clk., Portland

## Improved Chicago Railroad Fair Reopens June 25; "Wheels a-Rolling" Grandstand Will be Enlarged

The Chicago Railroad Fair, 1949 edition, will open on June 25th and run for 100 days—closing on October 2nd, Major Lenox R. Lohr, president of the Exposition announces. The 1948 Fair opened on July 20th and continued until October 3rd, attracting more than two and one-half million visitors during the 76 day run.

The Exposition will occupy the same area on the lake front as did the '48 version, for in Major Lohr's conception of the development of the project, it is more important to improve the existing

area to a point where everything possible is done for the comfort and entertainment of the Fair visitor than to expand merely for the sake of increasing the amount of ground occupied. His directives to his administrative assistants place all emphasis on "Better" rather than "Bigger".

In some spots, enlargement of facilities cannot be avoided. Thousands were turned away from the grandstand at the brilliant spectacle "Wheels a-Rolling" which played to an audience of more than a million two hundred thousand. In view of the need for more seating space, plans are being made to enlarge the grandstand.

The erection of covered ways connecting the various exhibits on the grounds are being planned to protect visitors from sun and sudden showers; all roadways will be black-topped to add to walking comfort, and adequate comfort facilities will be provided to serve the Fair visitors.

Improved eating facilities will be available and the colorful Deadwood Central Railroad, which hauled hundreds of thousands of visitors up and down the grounds will be expanded to accommodate even greater numbers. A second train with a locomotive even more dazzling than Chief Crazy Horse will be added and will travel over the same tracks with a passing track added to permit passage of the trains. The joint Burlington-Northern Pacific-Great Northern exhibit, whose Rodeo and Old Faithful Geyser replica were popular attractions of the 1948 exposition, will reopen with added features and improvements.

## 300,000 Visited Grand Coulee Dam in '48 Despite Wet Spring

Although affected adversely by heavy rains and the Columbia river flood, tourist travel to Washington state's Grand Coulee Dam during 1948 was nearly as great as the record year 1947, the bureau of reclamation announces.

Approximately 300,000 persons visited the world's largest concrete dam, compared with 335,000 in 1947.

During 1949, the bureau will continue to organize tours at the west vista house, where demonstration lectures are given with models of the dam before guests are taken through the west power house to get a close-up view of giant generators and other installations in the world's largest hydroelectric powerhouse.

Grand Coulee Dam is reached by bus from Spokane, which is on the main line of the Northern Pacific.



The North Coaster

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NORTHERN PACIFIC RAILWAY, ST. PAUL, MINN.

G. W. RODINE - - Passenger Traffic Manager  
M. M. GOODSILL - - General Passenger Agent  
F. G. SCOTT - - Western Pass. Traffic Mgr.  
L. L. PERRIN - - Advertising Manager-Editor

MADE IN U. S. A. 6250

## N. P.'s Dick Mossman Named President of Seattle Pass. Club

R. K. (Dick) Mossman, Division Passenger Agent of the Northern Pacific has been elected president of the Seattle Passenger Club for 1949.

Matthew Tearney, Passenger Representative of Northwest Airlines was named vice president and J. K. Pain, District Passenger Agent, Milwaukee Road, secretary-treasurer.

Elected to the board of directors were C. J. Middleton, Traffic Manager, United Airlines; Miles J. Hoff, Tour Manager, Northwest Greyhound Line; C. J. Stettin, General Agent, Matson Line; R. L. Richardson of Lou Heron Associates, and G. C. Olson, Traveling Passenger Agent, Pennsylvania Railroad.

## Frank Kuhns, Rock Island, Heads Cincinnati Passenger Club

Frank Kuhns, DPA, Rock Island Lines, was elected president of the Passenger Traffic Club of Cincinnati at the annual dinner meeting in December. The new vice president is Ed Kroeger, Union Terminal Ticket office. Robert Young, Pennsylvania city ticket office, was elected secretary-treasurer.

Elected to the board of governors were Walter Carroll, Pullman Co.; Lloyd Wilson, B. & O.; Jim Sawyer, L. & N., and Mac McKinney, New York Central.

## Passenger Club of Louisville Elects S. E. Ramage of I. C.

S. E. Ramage, DPA, Illinois Central, is the new president of the Railroad Passenger Club of Louisville. F. J. Beacond, ACTA, Pennsylvania, was elected vice president, and B. Q. Slaughter, B. & O., was re-elected secretary-treasurer.

New directors are E. S. Baumgarten, L. & N.; F. E. Osborn, C. & O.; R. S. Faris, Central Station, and Bess C. Abell, Union Station.

## W. L. Cottrell Named President of Toronto Passenger Club

W. L. Cottrell was elected president of the Toronto Passenger club in January. Other officers are: First vice-president, E. B. Sharpless, city passenger agent, Canadian Pacific; second vice-president, A. C. Hardman, chief clerk to general agent, Canadian National; third vice-president; A. W. Mercer, chief clerk, Union Pacific; secretary, C. C. Gardner, chief clerk, Northern Pacific; and treas-

## N. P. Chorus Entertains Travelers at Seattle Station



A Northern Pacific chorus, composed of employees, added holiday atmosphere to Seattle King Street Station during the Christmas season. The chorus, directed by Miss Edellyn Kudrna, sang on the balcony overlooking the main waiting room and also entertained guests departing on the North Coast Limited.

In the picture, front row, left to right: Daniel Boese, Lillian Funk, Bernadette Brown, Marilyn Erion, Rachel Hunter, Irene Vanmansart, Ednah McLean, June Foresman, Jacqueline Cross, Bernice Johnson, Frances Lovely, Mary Criscuolo and Mary Hughes.

Back row, Mrs. Horace Weston (lending her moral support); Horace Weston, Robert Pickrell, Robert Bone, William White, O. H. Withrow, Harold Boggs, Chuck Brakke, C. E. Jaeger, Chas. Mowbray, John Curtis, M. L. Garnett and Robert Richardson. Miss Kudrna, the director, is shown in the foreground

urer, R. L. Armstrong, ticket agent. C.P.R., Royal York hotel.

## St. Paul Passenger Club Names S. O. Anderson as President

S. O. Anderson, City Passenger Agent of the Soo Line, was elected president of the St. Paul Passenger Association at the annual meeting in January. Melvin Skogmo, Union Depot ticket office, was named vice president; W. E. Wais, Milwaukee Road, treasurer, and H. L. Nebel, Chicago & Northwestern, secretary.

These six directors were elected: Walter Borland, Burlington Lines; A. G. Bergman, Northern Pacific; Henry Ott, Rock Island; D. J. Collins, Great Northern; E. C. Melander, Chicago & Northwestern, and H. O. Monge, Milwaukee Road.

## Minneapolis Passenger Traffic Club Names Nugent President

G. D. Nugent, General Agent, Passenger department of the Canadian National-Grand Trunk, is the new president of the Minneapolis Passenger Traffic Club. Other new officers elected at the annual meeting are: B. A. Anderson, GAPD, Canadian Pacific, vice president; A. E. Born, DPA, Canada Steamship Lines, secretary, and Ray DeNight, assistant manager, American Express Co., treasurer.

Elected to the executive committee were: W. P. Golden, manager, reservation department, Milwaukee Road; G. W. Sullivan, DTA, Union Depot; R. W. Barnes, CPA, Chicago & Northwestern, and G. K. Stair, passenger representative, Pennsylvania railroad.

TUNE IN "THE RAILROAD HOUR" presenting the world's great musical comedies every Monday evening—ABC Network, 8 to 8:45 Eastern, Mountain and Pacific time; 7 to 7:45 Central time.

## Glad to Get Back to N. P. Service and Equipment, Say Washington Farm Folks

Last December, a fine party of Washington State Farm Bureau folks traveled on the Northern Pacific en route to and from the annual federation meeting at Atlantic City. The following article appeared in the January issue of the Washington State Farm Bureau News:

"We were sure glad to get back to the very superior equipment, service and atmosphere of the Northern Pacific trains again on heading west from Chicago. In fact; we had learned a lot about a thing called spirit on our tour through the east. And we were unanimous in our final ballot taken just before we rolled into Spokane Wednesday evening, December 22—we preferred the spirit of the West. The spirit that made us glad to tell folks all along the line that we were Farm Bureau people from the State of Washington. The spirit that made us come running with a smile when Art Ziegler rang his herdsman's bell on New York's Broadway, in Grand Central Station or on the steps of the Capitol building."

## N. P. Missoula Passenger Agent Wins Junior Chamber Award

Walter A. Brouelette, Northern Pacific passenger agent at Missoula, Mont., received the "Key Man" award of the Missoula Junior Chamber of Commerce at the annual Bosses' Night banquet in January.

Walter is a director of the Junior Chamber and has headed numerous important committees, including the 1948 membership committee which received an award at the state convention and recognition from the national chamber for exceeding its quota.

Walter also is on the executive board of the Western Montana Fish & Game Association with a membership of 2,000 and will head this year's membership campaign.



**E. E. NELSON RETIRES;  
G. W. RODINE IS NAMED  
NORTHERN PACIFIC PTM**  
(Continued from page 1)

Passenger Agent, then returned to St. Paul as Assistant Passenger Traffic Manager. He became Passenger Traffic Manager February 1, 1928.

Mr. Rodine entered railroad passenger work in his native Chicago in 1913 with the Santa Fe. His first job was in the general office, then in the city ticket office. Except for two years in the Navy in World War I, he worked for the Santa Fe until June, 1921, when he began selling tickets in Northern Pacific's Chicago office.

Mr. Rodine was subsequently Traveling Passenger Agent at Cleveland and Milwaukee and special passenger representative in the St. Paul general office, then returned to Chicago in 1926 as Assistant General Agent. After serving as General Agent, Passenger department, at Chicago from 1931 to 1941, he became head of the Northern Pacific Passenger department in West Coast territory as General Passenger Agent at Seattle March 1, 1941. He was promoted to Western Passenger Traffic Manager in 1947.

Mr. Scott was born in Ohio, but grew up in Billings, Mont., where he began railroading in 1917 as a Northern Pacific call boy. For the next eight years he worked in various operating department jobs in Billings, Bozeman, Butte, Livingston, Logan, Belgrade and Red Lodge before entering the Traffic department as chief clerk at Billings. In 1927, he went east to Cleveland as City Passenger Agent. Two years later he was appointed Traveling Passenger Agent at Cleveland and in April, 1931, he became City Passenger Agent at Chicago. On March 1, 1941, he was promoted to General Agent, Passenger department, Chicago.

Mr. Compton, born in Circleville, Ohio, entered Northern Pacific service in 1936 as a steno-clerk in the Chicago Passenger office. He subsequently was City Passenger Agent and Traveling Passenger Agent in Chicago and from July, 1942, to April, 1945, was City Ticket Agent in Minneapolis. He returned to Chicago as City Passenger Agent in January, 1946.

Mr. Saxton, a native of Iowa, grew up in Montana and is a graduate of State College, Bozeman. He has been with the N. P. since 1932 and worked as train auditor before becoming T.P.A. at Seattle in 1946.

Mr. Ness was born in North Dakota and started with the N. P. as an agent-telegrapher in that state. Following military service in 1947, he transferred to the Passenger department as chief clerk at Portland.

Mr. Holmstrom, also a native of North Dakota, attended college in that State, then headed for Portland. He worked in the baggage department at the Portland Union Depot before transferring to the depot ticket office in 1941.

**NELSON, BURKE AND SCOTT FETED AT CHICAGO LUNCHEONS**



E. E. Nelson and E. P. Burke, who retired Jan. 1 as passenger traffic managers of the Northern Pacific Railway and the Pullman Company, respectively, were honor guests at a luncheon Jan. 5 at the Morrison hotel, Chicago.

Pictured above, left to right: Mr. Nel-

son, A. Cotsworth, Jr., PTM of the Burlington; G. W. Rodine, Mr. Nelson's successor; Mr. Burke, and J. J. Nolan, newly appointed PTM of the Pullman Company. Mr. Cotsworth, president of the American Association of Passenger Traffic Officers, presided.



F. G. Scott, who became Western Passenger Traffic Manager of the N. P. at Seattle Jan. 1, was given a tremendous sendoff by 200 of his Chicago friends at a luncheon Jan. 7 at the Morrison hotel.

In the picture, seated, left to right: Tom J. Wall, General Agent, Canadian Pacific, and chairman of luncheon arrangements; Mr. Scott, and G. W. Rodine, new PTM of the Northern Pacific, whom Scotty succeeded at Seattle.

Standing, left to right: Earl Padrick,

chairman, Transcontinental and Western Passenger Associations, who was toastmaster, and G. G. Truesdale, APTM, Illinois Central, who made the presentation of a combination cabinet radio and record player and ten albums of records. The records were the gift of the N. P. freight and passenger personnel in Chicago. Mr. Scott was General Agent in the N. P.'s Chicago passenger department before his promotion.

"A fanatic is a man who redoubles his efforts after he has lost sight of his objectives."

—Charles Lamb

Of the known causes of railroad fires in 1946, the greatest loss, \$1,569,800 or approximately 15 per cent, resulted from careless smokers.

## Puyallup Valley's Daffodil Festival Set for April 4-10

**Spectacular Parade and Professional Flower Show Headline Annual Washington Fete**

Visitors to the Pacific Northwest early in April will have an opportunity to see one of the nation's most colorful festivals and most beautiful floral displays at Tacoma, Puyallup or Sumner, Washington, on April 4-10.

The fete is the 16th annual renewal of the Puyallup Valley Daffodil Festival, one of the most unusual local floral shows anywhere in the nation. The Festival is a natural outgrowth of the concentration of the daffodil bulb-growing industry in a narrow valley along the Puyallup River between Mt. Rainier and Puget Sound. Here more than 1,000 acres are devoted to daffodil culture and 15,000,000 blossoms annually unfold in the early spring.

If a visitor does nothing else, an hour's drive through the valley, which almost parallels the Northern Pacific tracks, is well worth the time. Some of the flowers can even be seen from the windows of trains on the Seattle-Tacoma-Portland run.

Daffodils have been growing in this valley for approximately twenty years and the industry has come to be the most important of its kind in the nation, and a serious competitor to the centuries-old Holland bulb industry. American ingenuity, modern machinery—much of it locally manufactured or converted especially for bulb growing purposes—and excellent soil in this valley have combined to make the bulb growing here larger and more productive than foreign imports. Puyallup bulbs are famous throughout the floral industry and most of the flowers forced in greenhouses for mid-winter or early spring sale are grown from Puyallup bulbs.

The Festival features a parade of some sixty or seventy floats, plus marching organizations, bands and special attractions. On April 9, the parade will wind through Tacoma, Puyallup and Sumner and will be witnessed by more than 100,000 spectators. One of the most interesting features is a professional flower show which this year will be held in the College of Puget Sound Field House at Tacoma during most of the week, displaying the finest bulbs and unusual blossoms. In addition, the Festival includes several minor features and, on April 10, the Daffodil Cup ski race at Paradise Valley, Mt. Rainier National Park and a parade of flower-decorated yachts and a sailboat race on Commencement Bay at Tacoma.

Commuter passenger traffic represents 36 per cent of all passengers carried in 1945 but only 6 per cent of the total passenger-miles of service.

For production of one ton of steel, it is estimated that the railroads haul approximately four tons of ore, coal, coke, limestone, scrap iron and other raw materials.

## Idaho Radio Contest Winners Ride the "North Coast"



Recent travelers on the North Coast Limited to and from the east were Mr. and Mrs. Nathan Osborne and their daughter, Clara Jane, of Kellogg, Idaho. The Osbornes are shown being interviewed by Winn Elliott, master of cere-

monies in New York City on the "Betty Crocker Magazine of the Air" over the ABC network. Mrs. Osborne was chosen national Homemaker of the Week as a result of a winning letter written by Clara Jane to Betty Crocker.

## Minnesota Territorial Centennial Celebration Gets Under Way at St. Paul's Annual Winter Carnival

Minnesota's Territorial Centennial, being celebrated this year, opened officially Feb. 11 in the capital city of the state with the start of St. Paul's annual Winter Carnival. On that day Centennial queen candidates from various parts of the State arrived in St. Paul to participate in a round of events which were to reach their climax with the crowning of the Centennial queen.

Regular events of the Winter Carnival, which runs through Feb. 20, include two spectacular parades, a national drum majorette contest, and numerous sports events.

## Annual Rail Transportation Institute Set for March 1-30

The fourth Rail Transportation Institute will be held in Washington from March 1 through March 30. It will be conducted by the American University with the cooperation of the Association of American Railroads.

The program which has been developed by Professor L. M. Homberger utilizes the experience gained during the previous Institutes (March 1946, 1947, 1948) in which 106 students from 36 different railroads, from the Army and Navy, and from Government and other agencies participated.

Over 40 outstanding transport leaders will discuss their ideas on current problems and on the outlook for the future.

Applications for admission and requests for the descriptive booklet may be sent to Dr. L. M. Homberger, The American University, School of Social Sciences and Public Affairs, 1901 F Street, Northwest, Washington 6, D. C. The last registration day will be February 23.



Miss Betty Johnson, (right) 1948 Queen of the Snows of the St. Paul Winter Carnival, crowns Miss Dorothy Wecks as Northern Pacific Princess of the 1949 Carnival. Miss Johnson also is an N. P. employee and was the company's 1948 Carnival Princess. In the background is King Boreas XI (Mr. Edward C. Hampe), supreme ruler of the 1948 Carnival. Mr. Hampe is vice president of Griggs, Cooper & Co., St. Paul.

Train operations on 147,197 miles of road or more than 69 per cent of the total railway mileage, are now being handled by telephone.